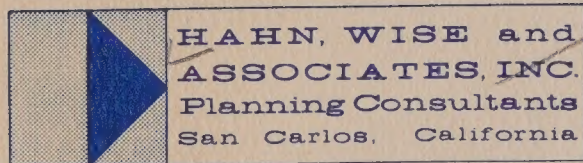


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GENERAL PLAN

CITY OF LAKEPORT

MARCH, 1968

[Lakeport City Council]
City Planning Lakeport

Hahn, Wise and Associates, Inc. Planning Consultants San Carlos, California

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CITY COUNCIL OF THE CITY OF LAKEPORT,
STATE OF CALIFORNIA.

Resolution No: 668

Approving and adopting the General Plan for the
City of Lakeport

WHEREAS, the Planning Commission of the City of Lakeport did present to the City Council their recommendation and approval of a General Plan for the City of Lakeport, subject to corrections and changes indicated on "Exhibit "A", and

WHEREAS, pursuant to Government Code Section 65300 et seq., the said Council gave required notice and did hold a public hearing on the 18th day of March, 1968, for the purpose of considering the adoption of the General Plan reports and maps, at which public hearing the elements of the General Plan were explained and reported upon; and

WHEREAS, said General Plan reports and maps are necessary for the sound future of community development, the preservation of community and city-wide values and the promotion of general health, safety, convenience and welfare of the citizens of the City of Lakeport; and

WHEREAS, the City Council has the responsibility to plan for the future growth and development of the City of Lakeport;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Council does hereby approve and adopt as the General Plan for the City of Lakeport, those certain documents entitled "Lakeport General Plan", dated October 25, 1967, and containing the element of Land Use, with the maps thereof; and "Lakeport General Plan: Circulation Plan", dated November 15, 1967, containing the Circulation Element and the map thereof, all as amended by the said Exhibit A";
2. The City Clerk endorse and file a copy of reports and maps, attesting to this Council's adoption;
3. That certified copies of the said General Plan reports and maps, together with a certified copy of this Resolution, be delivered to the Board of Supervisors of the County of Lake;
4. This Resolution was passed and adopted by the City Council of the City of Lakeport, State of California, this 1st day of April, 1968, by the following vote:

AYES: Councilmen Lyle J. Timm, D.K. Chapman, E.J. Steen,
Mayor Zapponi.

NOES: None.

ABSENT OR NOT VOTING: Councilman Randall J. Rashe.

By: s/ Michael Zapponi, Mayor

s/ Leonora R. Busch,
City Clerk

CITY OF LAKEPORT

City Council

M. F. Zapponi, Mayor
Randall J. Rashe
David K. Chapman
Lyle J. Timm
Ernest Steen
(Everett B. Owens, Resigned;
Mayor, 1966-67)

Planning Commission

Lyle Mallory, Chairman
Paul Beach, Secretary
Dick Dare
Harold A. Lange
Jadie Sullivan

City Clerk

Leonora R. Busch



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Land Use

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Planning Goals

1. Present a general guide for the future uses of land within the Planning Area. The broad categories of land use are: Residential; Trade and Services; Manufacturing; Transportation; Utilities, including highways, streets and roads; Cultural and Recreation, both public and private; Resource Production and Extraction, including farming, forestry and mining; Public Services, including schools; and Undeveloped, Conservation and Scenic areas.
2. Provide for enough area so that each type of land use can develop fully to meet the demand of population growth and economic development.
3. Separate as much as possible, those uses which tend to develop points of irritation and conflict if placed side by side.
4. Set standards for development which will check urban blight, suburban sprawl and recreation slums.
5. Find and maintain a proper balance between the residential areas for the permanent population, and recreation-oriented facilities for tourists and vacationers.

6. Provide for a strong retail and business district. Establish convenient shopping areas for recreational visitors as buying power indicates that they are necessary and complementary to other recreational facilities.

7. Provide convenient major highway access. Locate major highways and streets so as to preserve community and neighborhood integrity and to provide adequate access. Establish policies of land use, land service, and circulation, based on the projected Highway 29 freeway bypass.

8. Find and maintain a proper balance between public facilities and resident population. Public building needs should be known so that land acquisition or disposal or new construction will be timely and will take place with a minimum of cost.

9. Adopt appropriate standards for schools and integrate present and future school sites into City development plans.

10. Adopt standards of development and long range plans for adequate neighborhood and community recreation facilities.

11. Relate both the amount and appearance of public utility facilities to neighborhood and community development requirements.

12. Provide the legal tools for a more imaginative use of recreation, commercial and residential land.

13. Secure community agreement on the intensity at which land will be used for homes, business, industry and recreation.

14. Provide stability and continuity to the development of property values throughout the Planning Area by long-range planning and zoning.

15. Remove non-conforming uses and eyesores and prevent the development of "recreational slums".

16. Locate land which can be developed for local employment, provided that such development does not invade residential areas and is not detrimental to the character of the various neighborhoods.

Planning Standards

1. A permanent population, by the year 1985, of some 6,200 in the primary trading area. An "urbanized" population, within the city, of some 4,000 by the year 1985. An "average" summer-month population of 14,000 in the Planning Area, with peaks of around 21,000.

2. Residential densities as follows:

- Minimum - not more than one dwelling unit per two gross acres.
- Low - not more than five dwelling units per gross acre.
- Medium - not more than twelve dwelling units per acre.
- High - between 12 and 25 dwelling units per acre.

3. Major retail areas totaling not less than 10 acres to serve the growing trade area.

4. Upgrading of the present heavy commercial-manufacturing area, on Highway 29 by control of site development and allowed uses.

5. Reservation of at least 50 acres for exclusive industrial development, on large sites, with landscaping, parking and architectural controls.

6. Expansion of parks, playgrounds and open spaces, with the aim of securing one acre of recreational land for every 100 persons in the city.

7. Expansion of residential areas within, and generally north of, the present city. Expansion of industrial and heavy commercial uses to the south, and of highway commercial uses at select locations on the new route of Highway 29.

GENERAL PLAN
CITY OF LAKEPORT

GENERAL

The City of Lakeport is a recreation-oriented community occupying some two square miles on the west shore of Clear Lake in Lake County. The city had a permanent population of 2,747 in a special census taken in April, 1965. Lakeport was incorporated as a city of the 6th Class on April 30, 1883. It is the county seat, and the only incorporated city in the County of Lake.

The city is the trading center for the seasonal tourist and summer-resident trade at the west end of Clear Lake. It is also the center of business activity for the major agricultural operations of the county in nearby Scott's Valley to the northwest and Big Valley to the southeast on the southerly shore of the lake. This farming, and the related industrial and trade activity, is based on the growing of pears and nut crops.

Main Street in Lakeport is currently the route of State Highway 29 running north and southwest of Clear Lake. (The highway will eventually be rerouted west of Lakeport and is planned as a full freeway.) Seven miles north of Lakeport, Highway 29 connects with Highway 20, which provides a connection west to Ukiah and east to Williams in the Sacramento Valley. Leaving Lakeport on the south, Highway 29 then runs southeasterly across Lake County through Middletown, over Mt. St. Helena to the Napa Valley.

A daily bus service provides the only public transportation in Lakeport.

The city's commercial outlets serve a large area, containing some 6000 persons, surrounding Lakeport. Growth of the permanent population in the area is slow; at present rate of growth, the population of the city itself is projected at 3,300 by the year 1985. This is a rate of only 1% per year, based on historical data and on the assumption that there will be no major change in the local environment to bring about a major population increase or decrease. By the same token, the trade area population should grow to around 7,500 persons over the same 20-year period.

Businesses in Lakeport account for approximately one-third of the retail sales in Lake County, and approximately 30% of all taxable trade and service transactions. Although the dollar amount of this trade has been rising steadily, Lakeport's share of the total Lake County market has declined by about 25% over the past ten years.

CLIMATE

The general climate of Lakeport can be classified as "moderate", with mean temperatures ranging from a high of 94 to a low of 30. Extremes of 110 and 14 have been recorded but they are rare. Monthly mean temperatures range from a low of 43.5 in January to 73.8 in July. Evenings are generally cool, with the cooling effect of lake evaporation aided by a prevailing westerly wind. The area is generally free of both fog and smog. Yearly rainfall adds up to around 28 inches, with the bulk falling between October and April.

TOPOGRAPHY

The city rises westerly from its Clear Lake frontage, elevation 1,326 feet above sea level at high water, to approximately 1,450 feet along the western city limits. The city is divided by four natural drainage channels running from west to east into the lake. Chief of these is Forbes Creek, running through the southerly part of the city and the County Fair Grounds and emptying at Willow Point. The topography of the city and the surrounding urbanized area has presented severe problems in the collection and disposal of sewage, and the disposal of heavy storm water runoff.

UTILITIES

The City of Lakeport forms the major portion of a Municipal Sewer District, the boundaries of which include an area of approximately one-half a square mile immediately north of the city limits. This district is served by a collection system which runs generally along the eastern edge of the city and along the lake shore to the north. Sewage is disposed of through a 12-inch force main into a new treatment plant northwest of the city, or through a modernized treatment plant and pond disposal system on the south edge of the city.

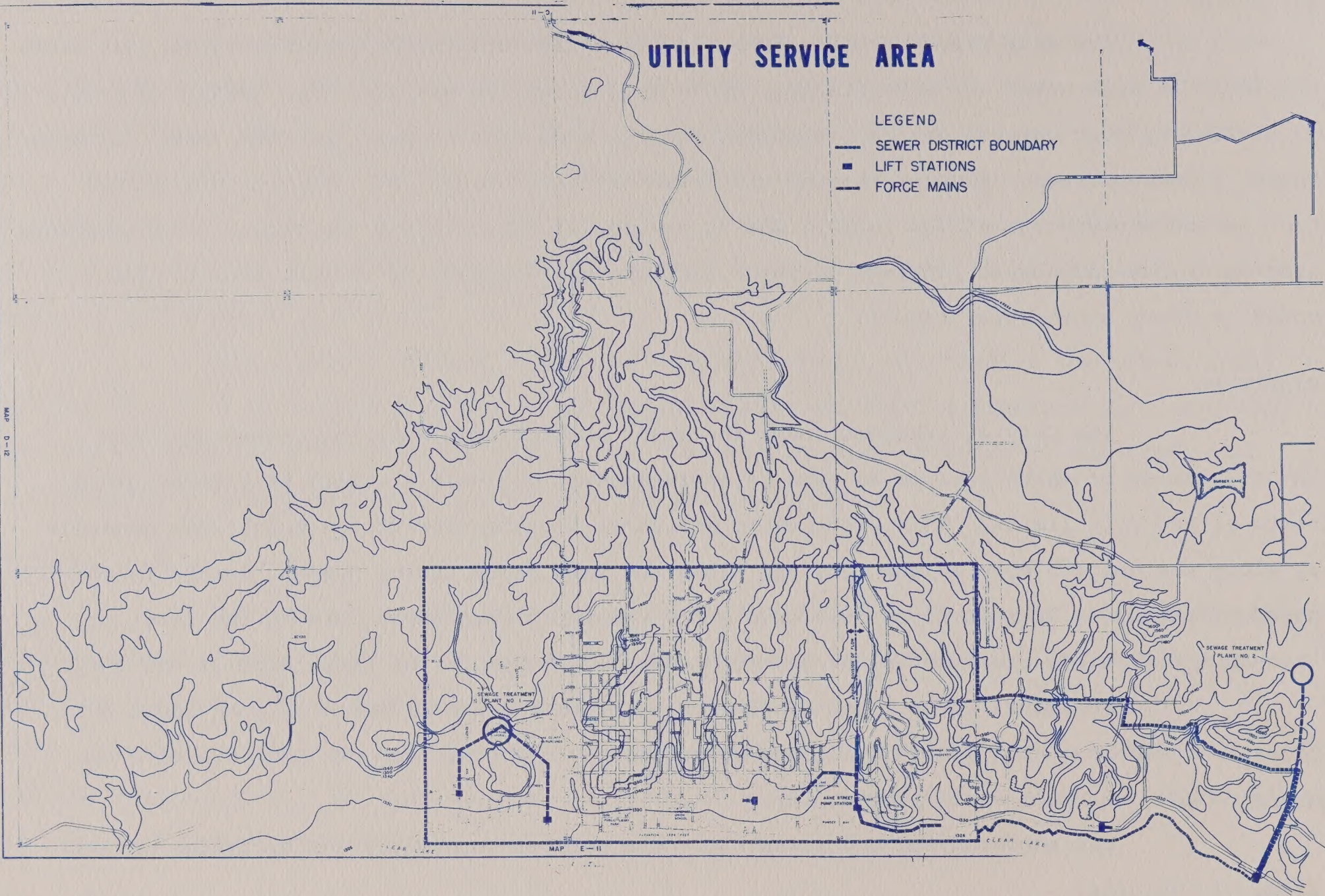
Municipal water is obtained from wells in the bed of Scott's Creek about two miles to the west. This source furnishes approximately 600 acre feet per year, barely adequate to meet the full needs of the city.

The accompanying map illustrates the general topography and utilities service areas of the city.

UTILITY SERVICE AREA

LEGEND

- SEWER DISTRICT BOUNDARY
- LIFT STATIONS
- FORCE MAINS



MAP D-11

MAP D-12

EXISTING LAND USE

The use of land as it existed in the city as of July, 1967, has been mapped and measured as a basis for future planning. The map and chart illustrate present land uses.

The chart shows the area taken up by each type of land use in the city, within the various zoned areas. It shows that only some 42% of the city is developed. The normal percentage of development (average from many land use surveys) is around 65%.

However, of the area that is developed, the distribution of uses represented by the column "Percent of Total Development" presents a satisfactory picture. The area taken up by streets - slightly more than 32% - is slightly higher than normal, as is the area taken up by single family homes and trailers - just short of 40%.

The percentage of total land taken up by motels, hotels and trailer courts is of course a reflection on the recreational nature of the city and the surrounding area. There is less land used for apartments and duplexes than would be expected, however, under these same circumstances.

There is a large amount of land - just short of 16% of the developed area - devoted to public uses. More than half of this total is in school sites.

While there is a relatively large percentage of use taken up by retail sales outlets, there appears to be a shortage of heavy commercial and manufacturing uses which would provide permanent jobs to help stabilize what is otherwise a highly seasonal economy.

The relatively high percentage of area taken up by streets is a result of the early development pattern of short, square blocks. More recent subdivisions on the outskirts of development show longer block patterns and a lesser percentage of street area. A careful analysis of access points could possibly result in the closing of some streets. This would enlarge the abutting lots and reduce the city's present or future maintenance problems.

The chart also indicates that the system of zoning has been fairly efficient up to the present time. There has been very little commercial intrusion into the basic residential zones; conversely, the commercial areas have managed to keep relatively free of single family residences. It is to be expected that eventually new commercial development will eliminate most of the low density residential uses in the commercial zones.

The land use pattern has developed in almost classic style. The retail, office and service uses are concentrated along Main Street - the State Highway - in old buildings with very little provision for off-street customer parking. As the population grew and new markets developed, new shopping areas on large parcels with ample on-site parking facilities, sprang up both north and south of town outside the established business district.

LAND USE/ZONING ANALYSIS
CITY OF LAKEPORT, July, 1967

Land Use	ZONING (in Acres)												% of Dev. Area
	R-1	R-2	R-3	R-4	C-1	C-2	C-2-P	R-1-A	R-3-A	M-1	M-1-A	Total	
Home, Trailer	116.41	23.29	14.07	9.97	2.01	1.86	9.16	38.94				215.71	39.89
Duplex	.21	.82		.18			.64	1.52				3.37	.62
Apartment	.46	.13	.31	.71		.88	.23	.38				3.10	.57
Motel, Hotel	1.23			2.49	1.61		8.06					13.39	2.48
Trailer Court			.18	.40			1.86	.11				2.56	.48
Retail			.28		9.32	4.96	4.06					18.62	3.44
Wholesale							.98					.98	.18
Office				.19	.13	1.37	.67					2.36	.44
Heavy Comm'l				.29	1.75	.34	5.38	.29				8.05	1.49
Ser. Sta.	.20				.71		1.70					2.61	.48
Church		.74	1.05	.40	.68	.20	.86	.83				4.76	.88
Public	.06					3.82	3.34		33.64			40.86	7.56
School			4.92	31.72	3.27		5.53					45.44	8.40
Manufacturing					.12							.12	.02
Utilities					1.57	.80					1.00	3.37	.62
Street												175.46	32.34
Total	118.57	24.98	20.81	46.35	32.27	14.23	42.47	42.07	33.64	---	1.00	540.75	100.00
Water	33.06			4.89	2.89		17.10					57.94	
Vacant	88.27	4.17	12.10	32.34	9.92	6.64	11.17	505.39		20.88	6.35	691.23	
Zone Total	239.90	29.15	32.91	83.58	33.98	14.87	70.74	547.46	33.64	20.88	7.35	1289.92	
% Dev. in Zone	49.4	85.7	62.2	55.5	62.3	95.7	60.0	7.7	100.0	0	13.6	41.9	

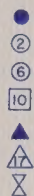


EXISTING LAND USE

LEGEND

RESIDENTIAL

Single Family
Duplex
Apartment
Motel, Hotel
Trailer, Single
Trailer Court
Resort, Camp



TRADE

Retail
Wholesale



SERVICES

Office, Professional
Heavy, Repair, Construction

O
C

MANUFACTURING



RESOURCE PRODUCTION

Agriculture, Intensive
Extensive
Processing

Ag
A
Ap
F
M

Forestry

Mining, Extraction

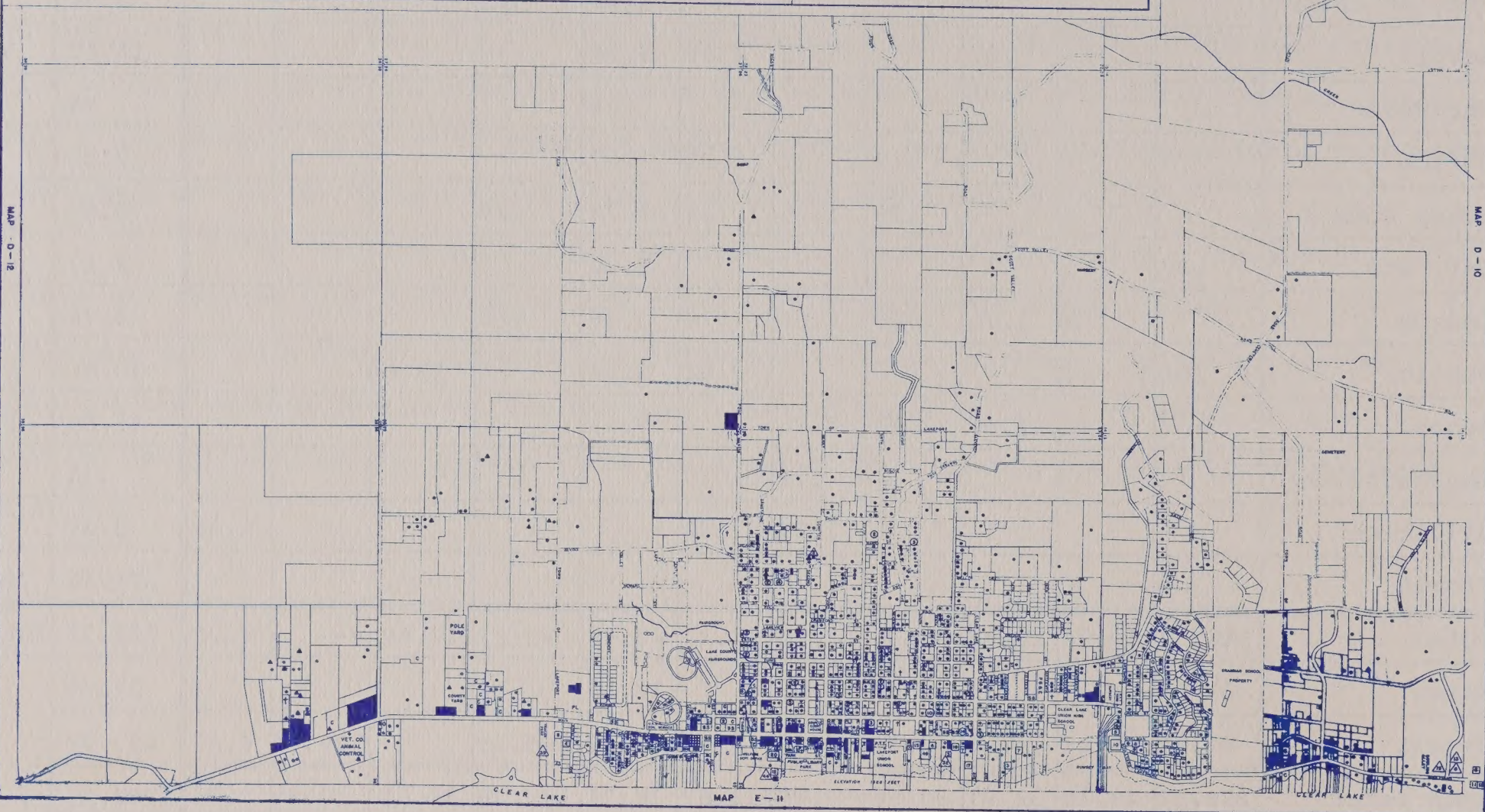
CULTURAL, ENTERTAINMENT, RECREATION

TRANSPORTATION, UTILITIES
Parking, Public
Private

PUBLIC SERVICE

UNDEVELOPED

NAME
NAME
PL
PK
NAME
V



MAP D-11

MAP E-11

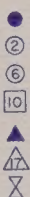
MAP D-10

EXISTING LAND USE

LEGEND

RESIDENTIAL

Single Family
Duplex
Apartment
Motel, Hotel
Trailer, Single
Trailer Court
Resort, Camp



TRADE

Retail
Wholesale



SERVICES

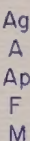
Office, Professional
Heavy, Repair, Construction



MANUFACTURING

RESOURCE PRODUCTION

Agriculture, Intensive
Extensive
Processing



Forestry
Mining, Extraction



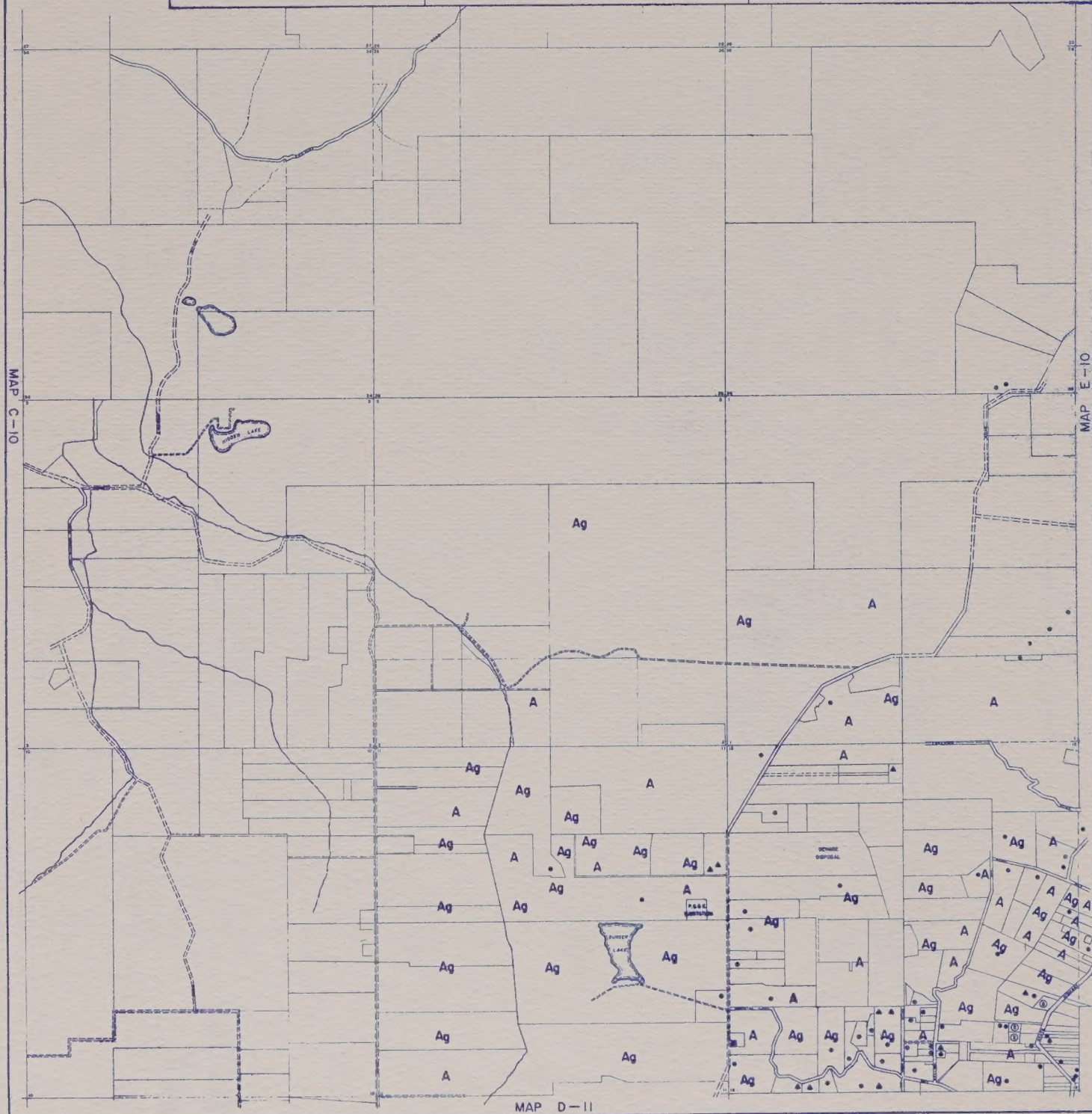
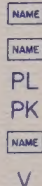
CULTURAL, ENTERTAINMENT, RECREATION

TRANSPORTATION, UTILITIES

Parking, Public
Private

PUBLIC SERVICE

UNDEVELOPED





MAP E-11

MAP E-10

EXISTING LAND USE

LEGEND			
RESIDENTIAL	Single Family	●	
	Duplex	②	
	Apartment	⑥	
	Motel, Hotel	⑩	
	Trailer, Single	▲	
	Trailer Court	△	
TRADE	Resort, Camp	⊗	
	Retail	■	
	Wholesale	▨	
SERVICES	Office, Professional	O	
	Heavy, Repair, Construction	C	
MANUFACTURING		▨	
RESOURCE PRODUCTION	Agriculture, Intensive	Ag	
	Extensive	A	
	Processing	Ap	
	Forestry	F	
	Mining, Extraction	M	
CULTURAL, ENTERTAINMENT, RECREATION			NAME
TRANSPORTATION, UTILITIES			NAME
Parking, Public			PL
Private			PK
PUBLIC SERVICE			NAME
UNDEVELOPED			V

CLEAR LAKE
ELEVATION 1328

MAP D-10

MAP E-9

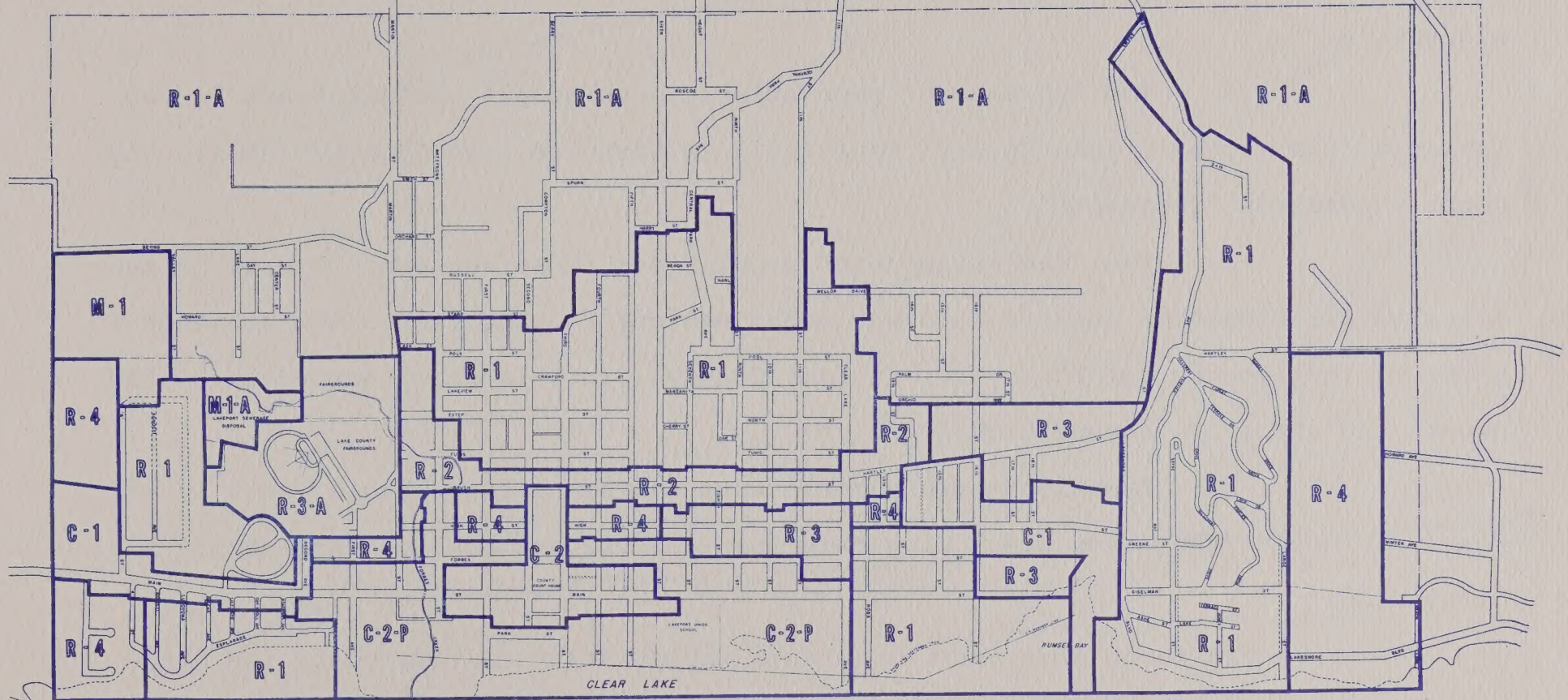
LEGEND

- R-1 Single Family Residential District
- R-2 Limited Multiple Residential District
- R-3 Multiple Residential District
- R-4 General Multiple Residential District
- C-1 Neighborhood Commercial District
- C-2 General Commercial District

- C-2-P General Commercial District - PARKING REQUIRED
- M-1 Industrial District
- A Combining Agricultural District
- B Combining Lot Size District

EXISTING ZONING

CITY OF LAKEPORT



POPULATION

The chart on the following page shows the historical growth, and projections, for the population of Lakeport, its trade area, and for Lake County.

The population of the Lakeport "urban area" can be divided into three elements -

1. The "permanent" population; those people who own homes in the Lakeport area, vote in Lake County, send their children to Lake County schools, and count themselves "residents".

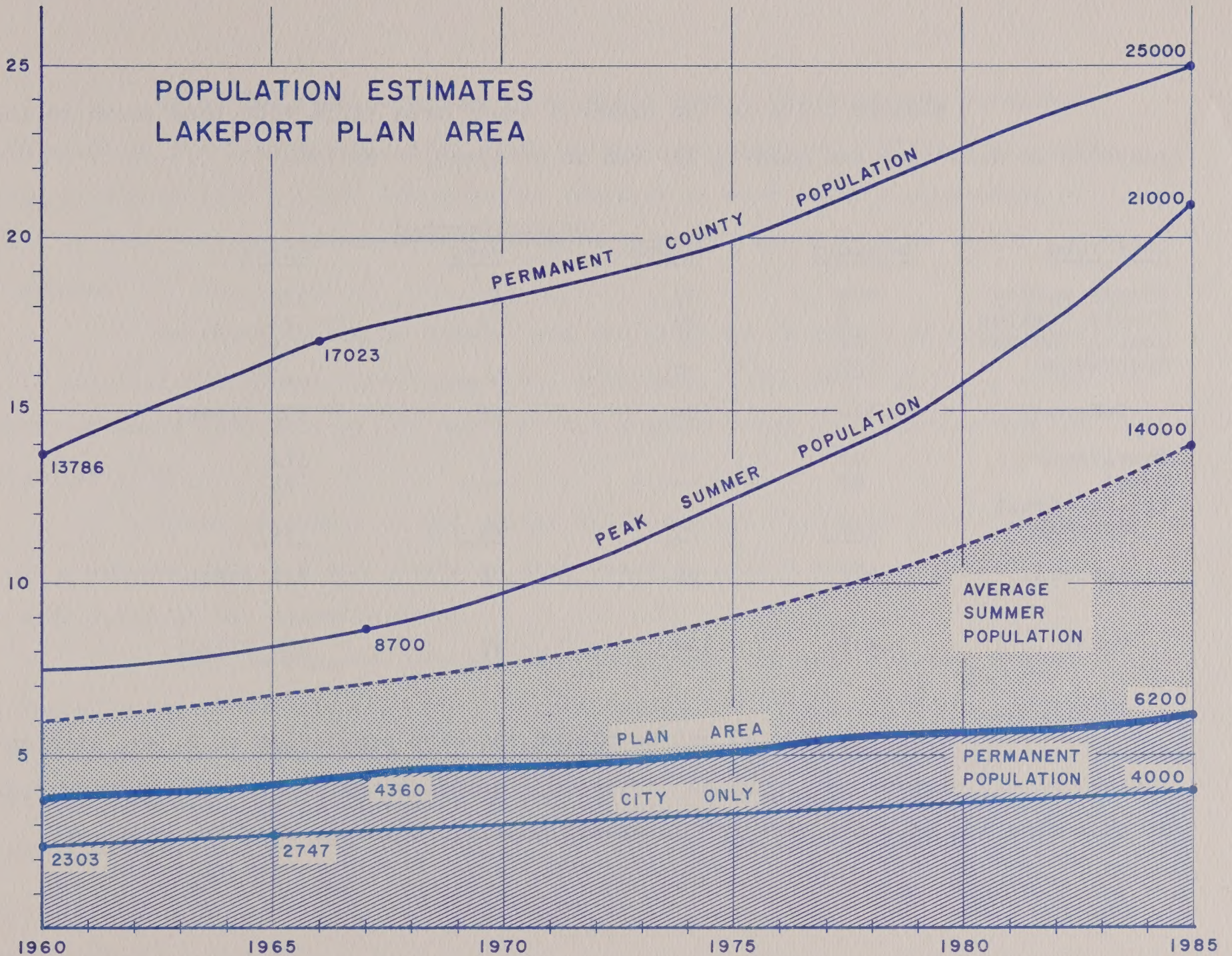
2. The "semi-permanent" population; those who own property in the area, or are long-time renters, and who spend periods ranging from a few weekends to three or four months out of a year, in Lake County. In this group are numbered the owners and users of "second homes".

3. Transients and vacationers, who spend less than a month in the County - whether they have been doing this for years or are passing through for the first time.

It is no easy task to measure the quantity of the second and third population groups, at any one time. Still, the task must be attempted, for the size of these two groups will determine the size and efficiency of many public services and utilities.

POPULATION ESTIMATES LAKEPORT PLAN AREA

POPULATION - IN THOUSANDS



Housing units in the Lakeport study area (from Todd Road north to the junction of Hill Road and Highway 29) can be analyzed as follows:

<u>Unit Type</u>	<u>Lakeport</u>	<u>Unincorporated</u>		
		<u>South</u>	<u>West</u>	<u>North</u>
Single Family	978	71	45	278
Single Trailer	4	13	1	42
Duplex (units)	24	--		4
Apartments	<u>122</u>	<u>--</u>	<u>---</u>	<u>8</u>
Subtotal	1,128	84	46	332 (1590)
Motel-Apts.	99	--	--	112
Motel	83	--	--	28
Trailer Court (Spaces)	<u>125</u>	<u>50</u>	<u>--</u>	<u>84</u>
Subtotal	307	50	0	224 (581)
Total	1,435	134	46	556 (2171)

The 1965 special census placed the city population at 2,747, with an average of 2.7 persons per occupied household (including trailers). The vacancy factor at that time was 15.6 per cent for permanent housing, 45.3 per cent for trailers.

Using the same occupancy ratio would mean 1,291 occupied, permanent housing units in the Lakeport planning area, with a population of (1291×2.7) 3,485. It would also mean $(319 \times .453)$ 145 occupied trailers at most, with a population of (145×2.7) 391. Total population, in a comparable count, would then be $(3,485 + 391)$ 3,876 persons.

To these should be added those who might be in motels or motel-apartments (a total of 322 units). Assuming a 60% occupancy, (193 units) at 2.5 persons per unit, we would have another 482 persons, for a grand total of 4,358 average, in the planning area.

Total occupancy of all units, at an average figure of 4 persons per unit, to allow for families and guests on peak weekends, would mean a population of (2171×4) 8,684 in the planning area.

Based on present information - housing units, retail sales, school enrollments, voter registrations - the Economic Survey for Lakeport makes a projection (not a prediction or an estimate) of a straight-line growth, for the present area of the City of Lakeport, to 3,300 persons by the year 1985, in terms of permanent, resident population.

Applying this same growth rate to the planning area, we arrive at a projection of 4,685 persons in permanent housing; 580 in transient quarters, for a "census" type, non-peak count of 5,265. The peak population, with all units occupied, would be in the neighborhood of 10,350.

This conservative rate of population growth, although derived from a purely statistical analysis of past data, is supported by seven-year trends in key population factors, such as school enrollments; birth and death rates; changes in the age-group profile; building permits. If there is to be a major change in the "statistical universe" of the Lakeport area, that change has not yet made itself apparent. There is some prospect that a steadily expanding economy, resulting in more leisure time and money, will in turn enlarge the "second home" and recreation market. While this development would not bring about any great increase in the permanent population, it would enlarge the "part-time" and transient elements of the population mix.

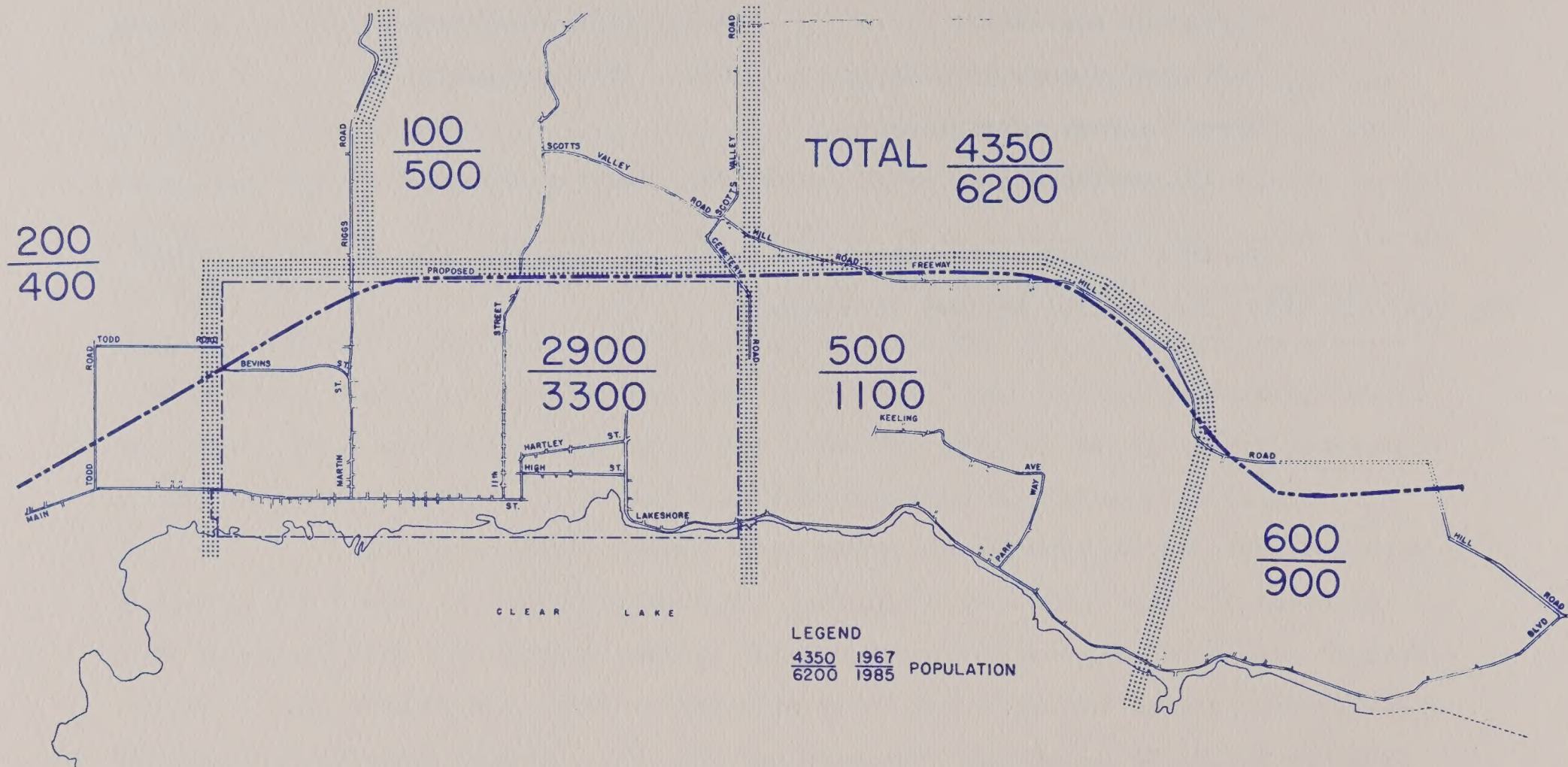
The Lake County General Plan makes the assumption that over the next 20 years, the number of "second homes" and vacation houses will have increased to such an extent that the vacancy factor, for the County as a whole, will have "turned around" - that roughly 60%, rather than 42 + %, of the permanent housing units, would be vacant at off-peak periods, and that the permanent population of 25,000 would be living in only 10,000 units, 40% of the homes, apartments and permanently located trailers in the County.

It is probable that the Lakeport planning area will continue to attract and hold about one fourth of the County's population. The following estimate can therefore be made, for the plan area:

Permanent population	6,200	(40% occupancy)
"Average" summer population	14,000	(66% occupancy)
"Peak" summer population		
in housing units	21,000	(100% occupancy)

To this "peak" number should be added the potential for 15,000 to 20,000 day visitors only, for special holiday attractions.

LAKEPORT PLANNING AREA



PUBLIC USES

A. Schools

Enrollment at the schools of the Lakeport Unified School District has been erratic over the last seven years, reflecting the slow rate of population growth.

<u>Year</u>	<u>Elementary</u> <u>K-8</u>	<u>High School</u> <u>9-12</u>
1960	645	241
1961	688 +43	277 +36
1962	675 -13	305 +28
1963	765 +90	322 +17
1964	767 + 2	332 +10
1965	798 +31	323 - 9
1966	824 +26	339 +16
1967	786 -38	354 +15

The number of occupied, permanent dwelling units (homes, duplexes, apartments and trailers) in the planning area has been estimated at 1,436. There are an estimated 150 additional homes outside the plan area, but within the boundaries of the Lakeport Unified School District. On the basis of the October 1966 enrollment, we then have .52 elementary school child per permanent dwelling unit.

The ratio for high school students, on the same basis, is .21 per dwelling unit.

73-13%
To put this in another form, elementary school children are about 19% of the estimated permanent population of the Plan Area; high school students are about 7.7%. (These ratios are higher than comparable county-wide figures, which are estimated at 15% of the population for elementary grades, and 7% for high school grades. The difference is indicative of the effect that age-group variations, from area to area, can have in a relatively small population base.)

73-16.9
Projecting the current ratios to 1985 population and dwelling unit levels, and allowing for a slight increase in the proportion of elementary school children, we have the following:

<u>School Enrollments, 1985</u>		
	<u>Elementary</u>	<u>High</u>
2600 Dwelling Units:		
Factor	.52	.21
Children	1,352	546
6500 Population:		
Per Cent	20%	8%
Children	1,300	520

Two alternatives are apparent: either three elementary school sites, or two primary schools (K-6) and one intermediate (7-8 or 7-9). The projections indicate only one high school site will be required in the Planning Area.

B. Parks

The Recreation Element of the Lake County General Plan (September, 1967) calls for development of four regional parks in the Lakeport area:

1. Library Park, Lakeport. The City has invested more than \$200,000, over the years, in this 3-acre park. All funds have been from local sources. Plans for further improvements call for a seawall, to prevent beach erosion, and additional lighting. The park receives heavy summer use as a center for regional boating competitions.

2. Scotts Creek Dam. This is basically a flood control and water conservation project, to be built (when funds are appropriated by Congress) by the U.S. Army Engineers, on Scotts Creek, about two miles west of Lakeport. The site includes some 940 acres for fish and wildlife conservation. Cost estimates include about \$1.4 million for basic boating, camping, picnicking and swimming facilities, adjacent to the reservoir. Use is estimated at 51,000 visitor days per year in the beginning, projected to 138,000 visitor days in the year 2030.

3. Rodman Slough Area. A major park, to include facilities for boating, picnicking, fishing, and swimming, is proposed for the area of Rodman Slough, at the northern end of the Lakeport planning area. Some site investigations and feasibility studies have been made by State Division of Beaches and Parks. Indications of some interest on the part of city and county could result in renewed state activity. There have been no indications as to probable size, although 100 acres would appear minimum.

4. Highland Springs Reservoir. Intensive day-use development is projected for this 2500-acre site, outside the immediate planning area but only seven miles directly south of Lakeport. Extensive boating, fishing and picnicking facilities can be installed.

On a strictly local basis, the city has acquired water front property between Fourth and Fifth Streets, with access to both side streets.

Other public recreation facilities immediately available include;

1. Baseball diamond, track, football field and gymnasium, at the high school site.

2. Little League baseball diamond at the Fairgrounds (49th District Agricultural Association), along with exhibit halls and meeting rooms.

3. Courthouse Park (primarily open space, with no activities) and county museum.

The "planning standards" set up an objective of one acre of recreational area for every 100 persons in the planning area. Certainly the sum of the existing and proposed regional parks, and the present local public facilities, will satisfy this standard, both for the permanent and the part-time populations.

TOT LOT PLAYGROUND



HAHN, WISE & ASSOCIATES PLANNING CONSULTANTS

PERSPECTIVE



MINIMUM STANDARD RECOMMENDATIONS

1- FOR PRESCHOOL AGE CHILDREN

- Chair swings (set of 6)
- Sand box
- Small slide
- Simple low climbing device

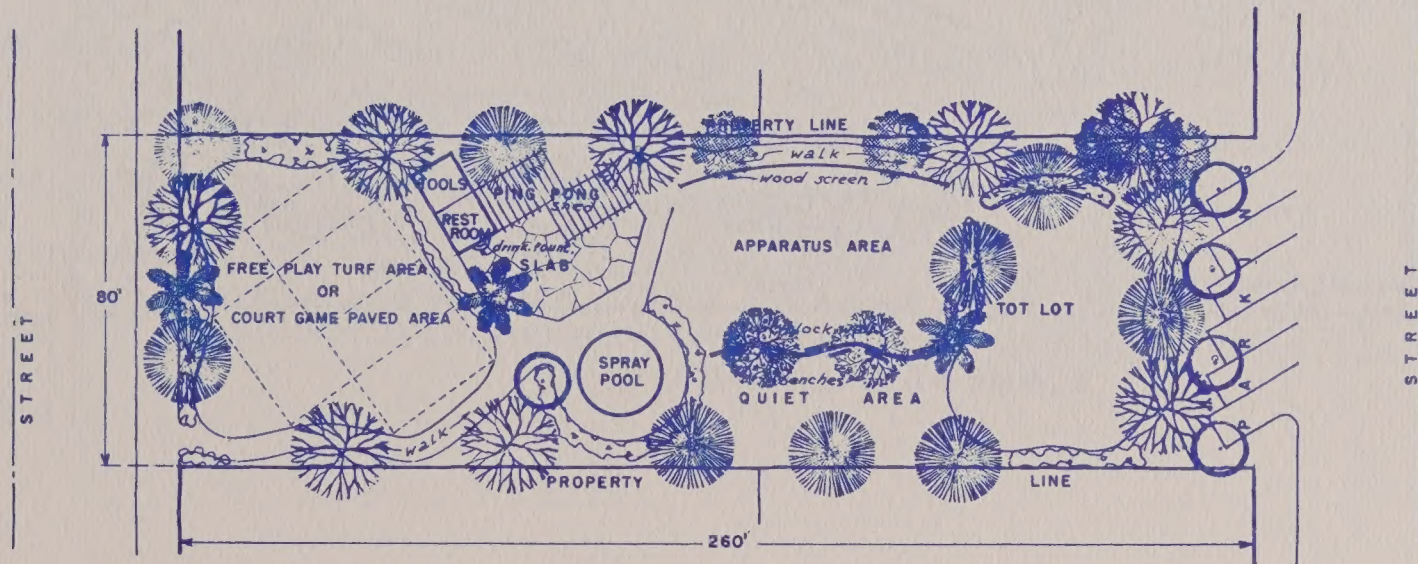
2- FOR EL SCHOOL AGE CHILDREN

- Swings—frame 12' high (set of 6)
- Slide—8' high (approx. 16' long)
- Horizontal ladder
- Giant stride
- Balance beam
- Horizontal bar

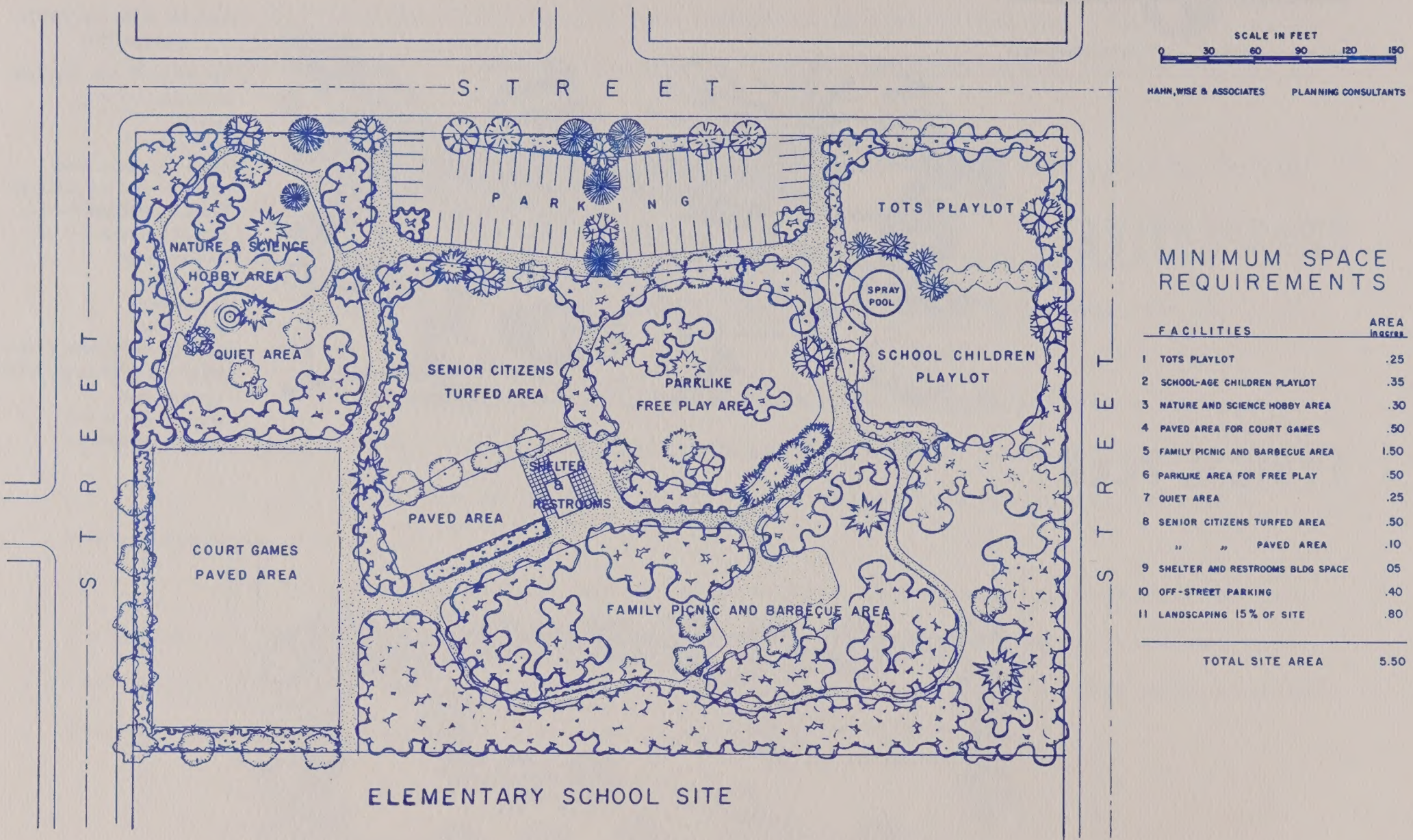
3- OPTIONAL—IF AVAILABLE FUNDS

- SPACE AND ATTENDANCE JUSTIFY.
- Traveling rings
- See-saws (set of 3-4)
- Low climbing device

TYPICAL PLAN



TYPICAL NEIGHBORHOOD PARK



However, there is one weakness in the inventory of recreation parks: there are no provisions for small parks within the residential neighborhoods. These parks can range in size from a 5,000 square foot "tot-lot" to a five-acre playground and family center. The primary need in the Lakeport area is for relatively small sites, within neighborhoods, to serve small children of pre-school and primary grade age, and older, retired persons. This need can be met with the small "tot-lots" and with half-acre or acre parks combining play equipment, sandbox, and sun-shelters, with benches, tables and "quiet area" for older persons. These areas can be purchased, as funds are available, and held for future development; acquired as subdivisions develop (see final recommendations); converted from unused public areas and excess rights-of-way (see illustration).

C. Courthouse and Civic Center

A new county building complex is rising in the two blocks bounded by Second, Third, Forbes and Brush Streets. The office and court facilities, and supplemental use of the existing courthouse, are expected to meet county requirements for the foreseeable future.

A site for a new Civic Center, to contain all municipal functions, is shown at the Main Street frontage of the Regional Park, on the present site of Lakeport Elementary School. This site should include approximately two acres for building, city parking and landscaping.

COMMERCIAL EXPANSION

The Economic Survey for Lake County/Lakeport projects total retail sales of \$100 million, for the entire County, by 1985. If we assume that Lakeport will continue to receive about 30% of this retail business, that means a total of \$30 million retail sales for the Plan Area. About 45% of this total retail activity in the Lakeport area, is projected for the categories of food stores, service stations and building supplies. These outlets should not be located within a central retail area, although they could well be located on the fringe of a self-contained shopping district. This means a net of some \$16-\$17 million in "shopper goods" sales for Lakeport retail outlets, to both the permanent and summer population.

Taxable, and estimated total, retail sales in the city, for the last three years, were -

<u>Year</u>	<u>Retail Sales</u>	
	<u>Taxable</u>	<u>Estimated Total</u>
1964	\$5,132,000	\$7,479,000
1965	\$5,896,000	\$8,748,000
1966	\$6,380,000	\$9,450,000

These sales were accomplished on a total land area (see Land Use/Zoning Analysis) of 18.6 acres devoted to retail uses, and allied parking. (A sizeable part of this total area, particularly in the southern part of the city, is actually not developed or improved as yet.)

Compilation of a number of business district studies indicates a rule of thumb, of one acre of business development for every million dollars in retail sales. This allows for an average of \$70 in sales per square foot, per year, for building area; and an average of two square feet of parking and landscaping for each square foot of building required. This rule of thumb gives us an estimate of 16-17 acres for "shopper goods" retail outlets by 1985, in the Lakeport area.

This compares favorably with the Lake County Land Use Plan standard, of one acre of central commercial area for each 700 population. If we use the "average" summer population of 14,000, we can justify some 20 acres of retail shopping area.

An equal area should be set aside, throughout the plan area, for "convenience goods" outlets - food stores, service stations - in neighborhood and highway commercial areas.

THE LAND USE PLAN

General

The Plan establishes a program for the future physical growth of the City of Lakeport. It is a statement, made by the citizens, of how they want their city to grow - when they want the homes, stores, schools and parks of the future.

This statement is made on the basis of the information and foresight that is available in the year 1967. No one has a crystal ball good enough to predict just what changes in our way of life will take place in the next twenty years, or precisely what the west side of Clear Lake will look like in 1985. This means that the Plan must be flexible. It must be able to accommodate the unexpected, and to turn new developments to the best advantage of the whole community.

But a Plan, after all is a statement of principles. These principles should not be abandoned on whim, or for short-range advantage. Any proposal to change the basic concepts of the General Plan should be looked at with this one question in mind: "What good does it do?" Will this change make for a better community in the long run? Or, does this change give an advantage to one person or group for which the whole community will have to pay later?

The Plan will change. In fact it should be looked at every year with change in mind, where change is due. But the change should never be so radical as to break faith with those who have invested their lives and their future in the City of Lakeport.

The land is our most important asset, and we do not have so much that we can afford to waste it. Once vacant land is committed to a particular use - to homes, stores, factories, streets or schools - a pattern has been set that will last for at least twenty years. We must be careful then in our original planning for these uses. We must be doubly careful about changing our plans, once we have asked people to invest their time and money in the original principles.

This element of the General Plan presents a guide for future investment and future decisions on land uses, based on what we can predict for the growth of Lakeport. A future section will present proposals for the streets and highways to serve these land uses.

Residential

A. Minimum Density. This category is applied to all the land outside the urbanized area. Residential density is now and will be considerably lower than the rated one dwelling unit per two acres. Basic use of the land will remain agriculture. On the Land Use Plan Map, it indicates those areas which are to be withheld from small-lot, single home subdivisions.

B. Low Density. This area is to be developed at not more than five residential dwelling units per gross acre. It extends the pattern which has already developed in the single-family districts of the city. It is meant as the basic area for single-family homes on individual lots of 6,000 square feet or more. This pattern of residential development is dictated primarily by topography, and will be most easily and economically served through extensions of the present utility systems.

C. Medium Density. This category assumes a residential density of not more than 12 dwelling units to the gross acre. This density will be achieved by a combination of single-family dwellings with a number of duplex and apartment units. The Land Use Plan Map shows this category, generally west of Main Street, expanding in the area of the Courthouse and the central business district. There are multiple units in this area now, but it is predominantly single family. It will probably remain so, even when the area is zoned to allow multiple development.

D. High Density. Future land use and traffic patterns are the main factors in laying out this area. This density proposes a peak of not more than 25 dwelling units to the gross acre. This recognizes existing multiple development, and the problems created by main traffic arteries and commercial development. It is contemplated that in the future, this area will be almost exclusively devoted to apartment units, as the demand increases and as economic conditions warrant the conversion of single-family units.

In defining a certain number of dwelling units "per acre", the number is meant to apply to a Net Residential Acre. The Net Residential Acre is the gross land area under consideration, and including all uses related to residential use, such as local streets and roads; schools, parks and private recreation areas; utility buildings, easements and other areas required to serve the basic residential needs. The definition does not include any area used for any commercial, industrial or farm purposes; state highways and freeways; lakes, streams, canals and other waterways and drainage channels.

Commercial

A. Neighborhood. This is the area for food markets, drug stores, self-service laundries, small variety shops - the broad class of retail business known as "convenience goods" outlets. These outlets operate on a high volume of customer turnover, generate a large volume of traffic, and are best placed on relatively large sites away from the Central Business District. The large sites provide the necessary off-street parking. They also allow for a little architectural imagination and landscaping. The Land Use Plan Map shows several sites set aside for Neighborhood Commercial use. This is no doubt more than will be required for ultimate use; some of this land may remain in its present use for some time before conditions warrant a change to commercial development.

B. Major Retail. This is the mercantile center of the trading area, the place for department stores and specialty shops, banks, professional offices, and business and personal services. The Plan Map shows a Major Retail area straddling Main Street, from Second Avenue to Sixth Street, now the center of commercial activity. A larger area is set out on the present southern city limits, for a number of reasons; present development; terrain; present and future access, from all parts of the trading area; relative ease of development, with area available for parking and landscaping.

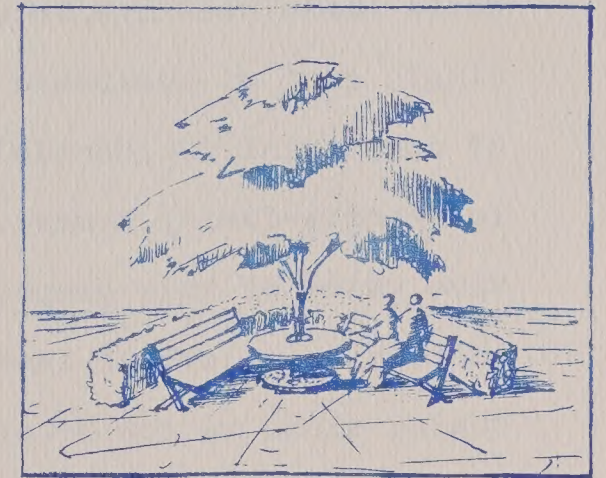
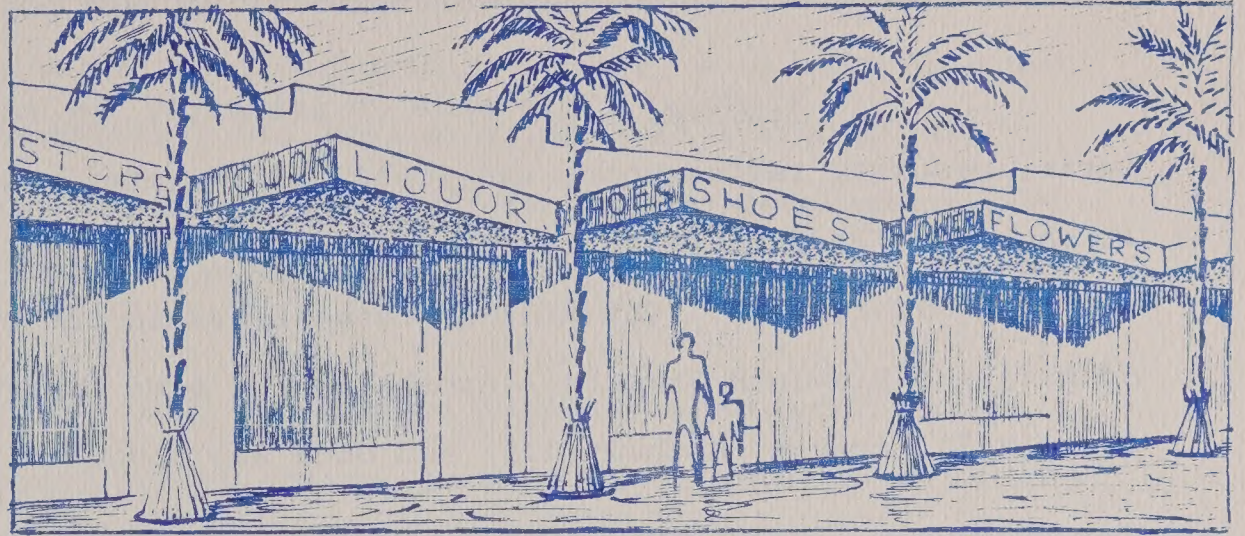
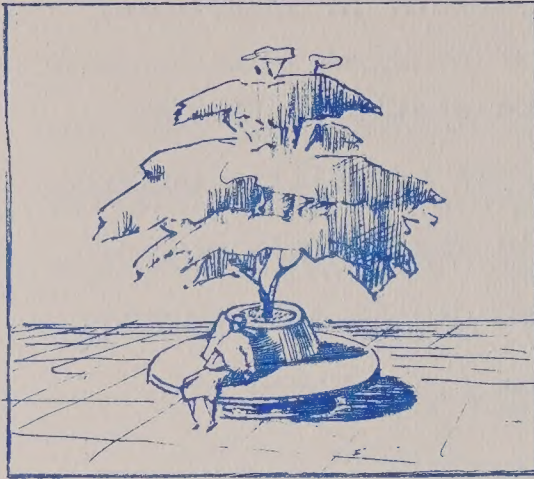
To remain in a competitive position, the present central commercial area will have to improve its parking and its appearance. More parking can be provided on lots facing Forbes Street, and in some areas between Main Street and the lakeshore. The actual demand for offstreet parking in the central area can be measured better when two developments have been completed; the new courthouse, with its associated public parking; and the Highway 29 bypass, which will eliminate "through" traffic, and will funnel "shopper" traffic more directly to the areas which shoppers want to use. It may well be that the existing, on-street parking could be made more efficient when these structures are in use.

The possible results of any major parking and improvement project should be weighed carefully against the cost. It would be unusual if the assessed value of the central area, which could benefit from a parking program, were as much as \$1,500,000 - about one fourth of the city total. Using the 1943 Parking District procedure (similar to assessment bonds) this value would provide a maximum bonding capacity of \$525,000, or 35% of the total. Assuming that land could be bought, cleared and improved at the rate of \$1,000 a space, the bonds would provide 525 parking spaces - enough to support 85-90,000 square feet of retail or office floor area at a standard 2:1 ratio. Actual bond cost (principal plus 4% interest over 20 years) would approximate \$735,000, calling for an annual payment of some \$36,750. Using the basic assessed valuation (\$1,500,000) for the parking district, a tax rate of some \$2.45 would be required, as an average to meet any unpaid assessments against individual property.

An alternative source of funds is the Parking and Business Improvement Area Law of 1967. After public hearings and adoption of an ordinance, the City Council can raise the level of the business license tax within a given area. The added revenue can be used for parking lots, beautification and business promotion.

It will be up to the property-owners and merchants of the central area, with city cooperation, to keep this district alive. Extensive tree-planting and landscaping would help. So would a campaign of paint and repair. Good results have been achieved

Downtown Facelifting



in other areas by relatively simple and inexpensive remodelling, unifying store fronts with awnings and marquees. The sketches illustrate possible improvements in this area.

C. Highway. This area is primarily for motels, service stations, trailer parks, resorts, restaurants, and small allied retail uses to serve the travelling public. It should be located at major intersections, or at easily accessible and visible points along major highways. One area is established in the city, centered on the intersection of Main and Eleventh Streets. Another large area is proposed at the interchange of Highway 29 freeway, Highway 175, and Soda Bay Road.

D. Resort-Residential. A mixture of uses has developed along the shore of Clear Lake. Private homes, belonging to both permanent and seasonal residents, are mixed with or adjacent to commercial resorts catering to seasonal and transient visitors. While these uses are incompatible to some extent, that is not the main problem. The simple fact of desirable location along the lake shore, coupled with the mixed growth of commercial/residential uses, will place a heavy tax burden on those properties used for single-family homes. There will be inevitable pressure to cash in on the speculative value of this property and to put it to some income-producing use. It is ironic that while a lack of land use and zoning controls allowed this situation to develop, zoning alone is now powerless to help those who do not wish to be caught in this speculative spiral.

The "Resort-Residential" category of the Land Use Plan tries to say that some of this property will continue to be zoned and used for homes; some will be zoned and used for resorts, motels and apartments. The area will not hold a significant portion of the permanent population. The major difficulty in guiding development here will be in avoiding "spot zoning" of small areas or individual parcels for a particular use.

The only tool available right now, by which a property owner could escape assessment on speculative value, regardless of zoning, is a grant of development rights to the county, in return for assessment based solely on value as a home site (or other specified and limited use). Of course, there is no real problem if the unanimous sentiment along the lake shore is to encourage rental and resort use, in spite of the tax burden. In this case the problem is reduced to almost pure economics, with the best and most timely developments determining the land use pattern.

PROFESSIONAL-OFFICE

This category covers a wide range of business and professional service uses, including banks and other financial services; real estate and insurance offices; medical, dental, legal, engineering and other professional services; in short, non retail uses which do not generate much foot or vehicle traffic. Multi-family residential uses would not be incompatible in this area, assuming that the applicable zoning required adequate setbacks, screening and parking for the office uses as well as the apartments.

An area of professional-office land use has been proposed to surround the Courthouse and Civic Center sites, and to include the compatible existing land uses along Main and Forbes streets, north from Third Street.

Controlled Industrial

A large section has been set aside, in the southeast corner of the planning area, as a future "industrial park". This area is convenient to present and future highway development; it can be tied into the city's sewer and water systems.

Part of the area has been developed with residential uses. The houses are there, and nothing much can be done about them. However, the City at this point can say: "This is as far as this residential development should go. If there is to be any change at all, we want the change to be industrial development."

It is in the Zoning Ordinance that regulations will be proposed to provide large sites, parking requirements, landscaping, architectural controls, and the types of industry and employment which will be encouraged to locate here. Briefly, they are industries which will not be likely to create any amount of nuisance to each other, or to the land uses which border them. Properly developed, an "industrial park" can locate next to a residential area, with no conflict. It is for this reason that the large sites, setbacks and landscaping are called for.

The next logical question is: How much land should we reserve for industrial growth?

The Economic Survey of Lake County/Lakeport (October 1967) projects the 1985 labor force at some 9,000 persons - or 36% of the permanent population. About one third of the labor force will have to be working in "basic" jobs - 1,000 in agriculture and contracting, and 2,000 (or 8% of the population) in wholesaling, utilities and manufacturing.

This plan projects a population of 6,200 for the Planning Area, by 1985. Using the ratios projected above, this means a provision for $(6200 \times .08)$ 500 utility and manufacturing jobs. For computing the area required, we will make an assumption: the number of "utility" employees who will work in offices, in town, will be offset by the number of employees who will come from areas south and east of Lakeport (from outside the Planning Area) to work at "industrial" jobs if they are available. The space/employee ratio will therefore tend to balance out.

At an average of 10 employees per acre (present) this gives us a goal of at least 50 acres for future industrial development, sufficient to hold all the local labor force in local employment. Many authorities predict that because of the trend toward larger, automated single-story plant layouts, and to larger sites demanded by parking, setback and landscaping requirements, the employee ratio will decline to 8 or 7 per acre in years to come. This sets up a maximum requirement of 65-70 acres for future employment.

The Land Use Plan Map shows some 145 acres in a combination of Controlled Industry and Industrial Reserve. The "Reserve" area will probably remain in its present undeveloped or agricultural use, for a long time. The intent of the "Reserve" category is to keep it that way, rather than letting it develop in some incompatible residential or commercial use.

Agriculture

Consistent with the adopted Lake County General Plan, the Land Use Plan Map shows large portions of the Lakeport Planning Area as Intensive Agriculture. This is consistent, as well, with the present use, and with the zoning in the Scott's Valley area.

PLAN EFFECTUATION

After required public hearings before the Planning Commission and City Council, this Plan is adopted by Resolution of both bodies, as the general guide to the physical development of Lakeport and the surrounding territory. It is also referred to the Lake County Planning Commission for adoption.



LEGEND

RESIDENTIAL - DENSITY

LOW	dwelling units per acre	1 - 6
MEDIUM		7 - 15
HIGH		16 - 30
RESORT-RESIDENTIAL		

COMMERCIAL

LIGHT
MAJOR RETAIL-INDUSTRIAL
PROFESSIONAL - OFFICE (w/density overlay)
CENTRAL BUSINESS DIST.

PUBLIC

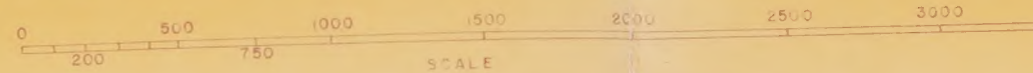
Elementary School
High School
Courthouse (Lake County) annex buildings
City Offices corporation yard
Civic Center

OPEN SPACE (public & private)

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and all of Clear Lake within City limits.

CITY OF LAKEPORT



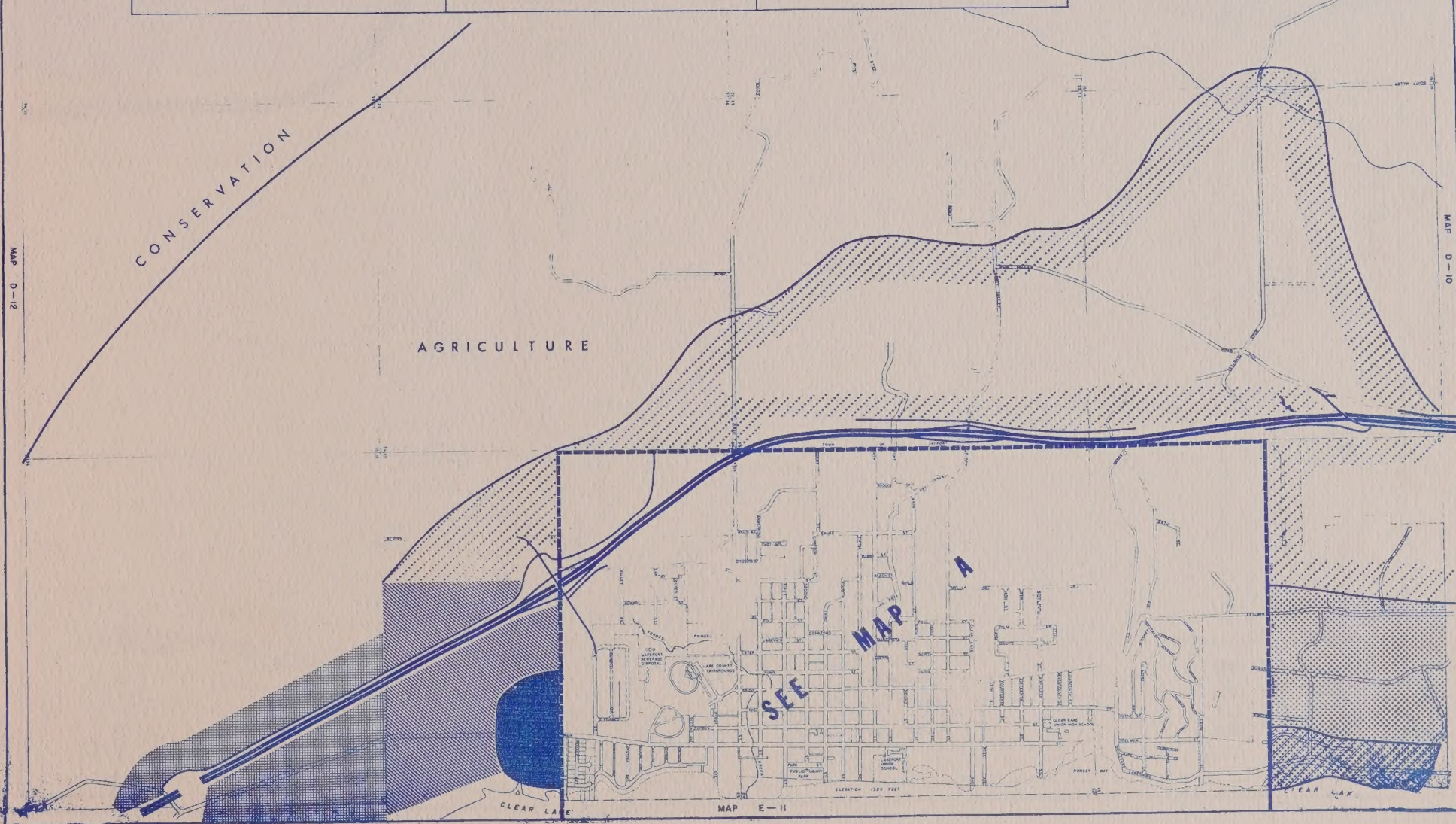
Land Use Plan Map A
(amended 4/77)



LAND USE PLAN

LEGEND

RESIDENTIAL	DWELLING UNITS PER ACRE	COMMERCIAL	PUBLIC
Minimum Density	.5	Neighborhood	Elementary School
Low Density	1-5	Major Retail	High School
Medium Density	6-12	Highway	Neighborhood Park
High Density	13-25	PROFESSIONAL - OFFICE	Regional Park
RESORT - RESIDENTIAL		CONTROLLED INDUSTRIAL	Courthouse
		AGRICULTURE	Civic Center
			Library



MAP

MAP D-12

MAP D-10

MAP E-11

LAND USE PLAN

LEGEND

RESIDENTIAL

DWELLING
UNITS
PER ACRE

Minimum Density .5
Low Density 1-5
Medium Density 6-12
High Density 13-25

RESORT - RESIDENTIAL

COMMERCIAL

Neighborhood
Major Retail
Highway

PROFESSIONAL - OFFICE

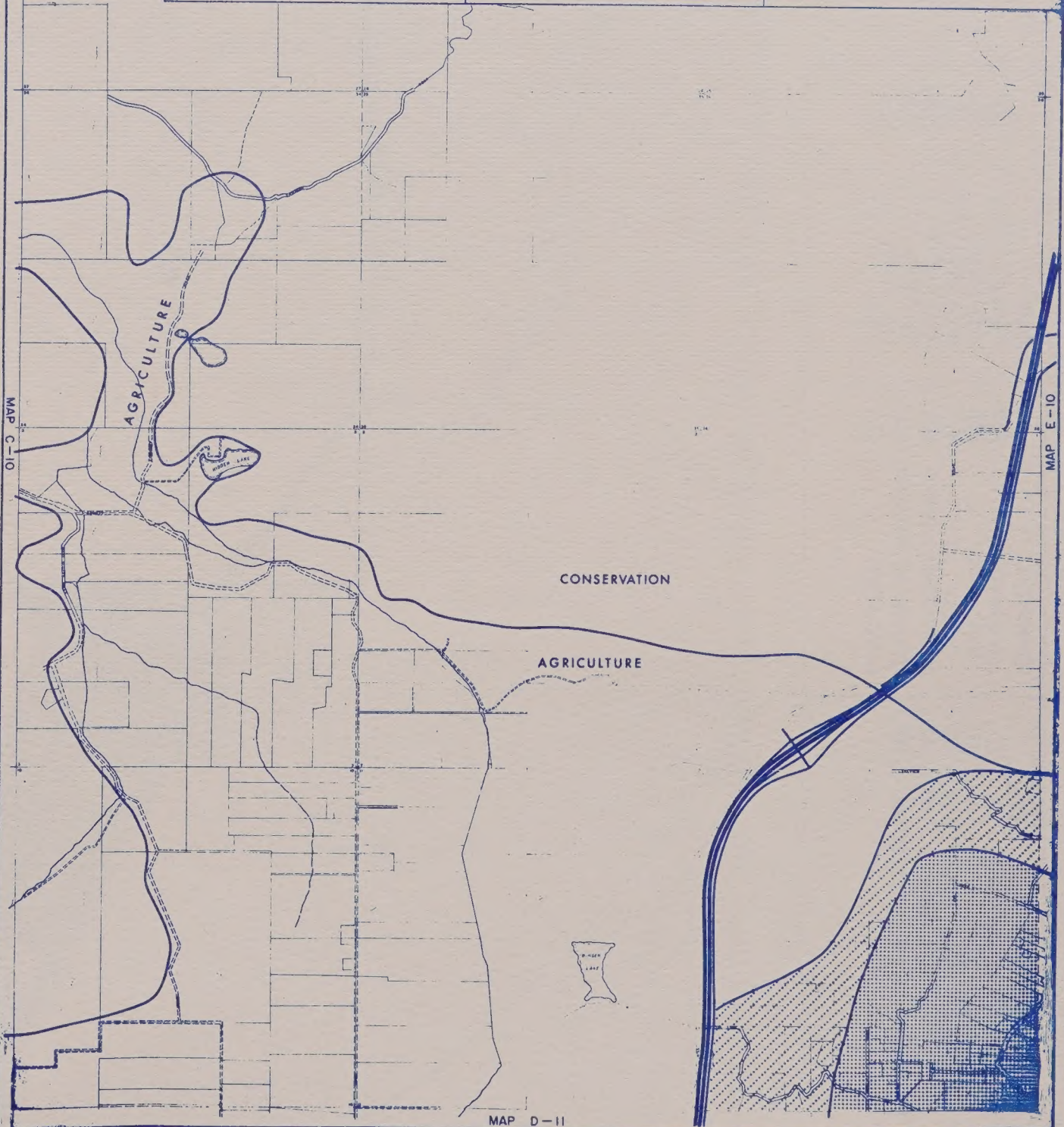
CONTROLLED INDUSTRIAL

AGRICULTURE

PUBLIC

Elementary School
High School
Neighborhood Park
Regional Park
Courthouse
Civic Center
Library

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MAP D-10

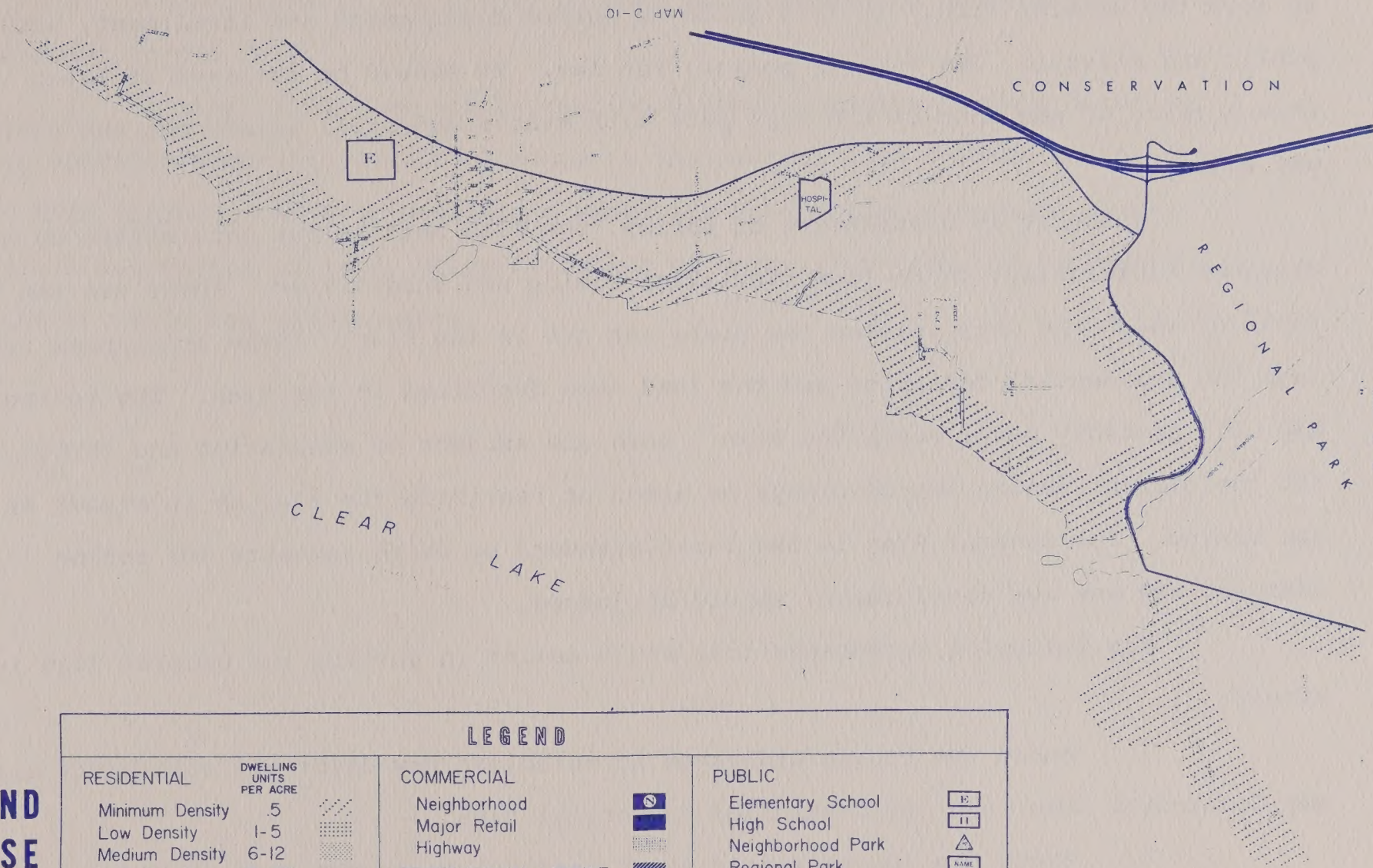


MAP E-11

MAP E-10

LAND USE PLAN

LEGEND		
RESIDENTIAL	DWELLING UNITS PER ACRE	
Minimum Density	.5	
Low Density	1-5	
Medium Density	6-12	
High Density	13-25	
RESORT - RESIDENTIAL		
COMMERCIAL		
Neighborhood		
Major Retail		
Highway		
PROFESSIONAL - OFFICE		
CONTROLLED INDUSTRIAL		
AGRICULTURE		
PUBLIC		
Elementary School		
High School		
Neighborhood Park		
Regional Park		
Courthouse		
Civic Center		
Library		



MAP E-9

This Land Use element combines with the Circulation element which follows, to form the General Plan. It is a guide to future development and investment, both public and private. The Plan is policy, not law. It should be reviewed at least once a year, to see that it has kept pace with events and still points out the correct way ahead.

Since it is a statement of policy, the Plan must be put into effect by ordinances - basically, those laws regulating zoning and subdivision. These are the tools by which the City reaches the goals set out in the Plan. These ordinances regulate the residential densities and the land uses described in the Plan. The Zoning Map will probably never match the Plan - both are subject to adaptation and change. But the current zoning should always be aimed at realizing the Plan as it stands at the moment. The General Plan is the basic standard on which requests for zoning changes, and any new development, should be judged.

The following recommendations would assist in putting the General Plan into effect:

1. Amend the Zoning Ordinance to establish new districts solely for Highway Commercial uses, and for controlled Industrial uses.
2. Amend the Zoning Map so as to prezone, in accord with the City and County General Plans, those areas which the City is likely to annex.

3. Cooperate with the County of Lake in establishing appropriate zoning areas adjacent to the City.

4. A simplified Park and Recreation Element, containing more detailed plans for specific projects, should be added to the General Plan. Based on the standards of this Element, the City could then amend its Subdivision Ordinance to require either dedication of land, or contribution of money, for park and recreation facilities to serve new developments.

Circulation

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GENERAL

The Circulation Element of the General Plan contains detailed proposals for the movement of persons and goods not only within, but into and out of the City.

The Circulation Element is divided into two principal sections. First, studies of the existing system determined what facilities are available, and recognized problems or trouble spots within the system. Specific phases of this portion of the work included:

1. A Study of the existing street and highway physical conditions.
2. A count of present traffic volumes.
3. An investigation of the present traffic generators in the area.
4. An analysis of the character of the existing traffic and uses of the individual streets.

The second step consisted of an analysis of the present system and development into a specific Circulation Plan. Work in this area produced:

1. The development of forecasts relating to future population and land use.
2. The estimate of future traffic volumes and their placement on the present and planned street system.
3. The preparation of a specific Circulation Plan, using the data obtained in the investigation studies.
4. The preparation of Preliminary Plans and recommendations in areas where deficiencies were found.

Because of Lakeport's present size, an excellent opportunity of planning now for a circulation system that will be required for future traffic is afforded to the City. Aside from a few street abandonments and realignments in the course of a City's growth, once rights-of-way have been established, they remain for generations. If

streets are allowed to "just grow with the City", a haphazard circulation system develops which affects everyone in the City in terms of loss of time and money. Every street must be considered as a part of the total circulation network and should be designed to fulfill its particular function.

From experience it has been found that 20 years will provide the optimum planning period. This is neither so short that the City could outgrow the Plan before it is put into effect, nor so long that unforeseen future events could render it useless. For this reason the Design Year of 1985 was selected. This does not mean, however, that all planning should cease in 1985. It should be kept in mind, that at some time in the future, Lakeport could encompass a much larger area, the needs of which can be met by foresight today.

The Circulation System , to be effective, must:

1. Provide safe, easy access to and from areas of residential use, employment, business and recreation.
2. Be the means for persons residing in Lakeport and nearby areas to move freely between communities.
3. Provide the means for through traffic to flow smoothly and rapidly.
4. Make adequate provisions for the exclusion of heavy traffic from residential neighborhoods wherever possible.

This Circulation Plan sets out a system of major and secondary streets, designed to meet existing and estimated future traffic volumes.

Goals

1. To provide a practical program for the development of a network of major and secondary streets to serve the entire Planning Area.
2. To lay out a street system which will serve homes, business and industry as they develop according to the Land Use Plan and other elements of the General Plan.
3. To design a functional street system which will improve traffic circulation, reduce accidents, allow for an inevitable increase in the volume of traffic.
4. To help guide future development of land for the good of the City as a whole rather than for the financial benefit of the few.

EXISTING STREET AND HIGHWAY SYSTEM

1. State Highways

State Highway 29 presently runs through the City of Lakeport, along Main Street, jogging through a series of right-angle turns at Clear Lake Avenue, High Street, and Lakeshore Boulevard. It then continues on a narrow right-of-way, lined with residential, commercial and resort development north through the Planning Area to a junction with Highway 20, just west of Upper Lake.

This route is to be replaced by a bypass to the west. This bypass will be developed as a limited access expressway and eventually improved to full freeway standard. After this bypass route is opened, the present route of Highway 29 will revert to the status of a city street within the city limits of Lakeport, and of a county road (Arterial) throughout the rest of the Planning Area.

Access points are planned at the Highway 175 - Soda Bay Road interchange, one mile south of Lakeport; to "K" Street, just inside the south city limits; and at Eleventh Street - Scott's Valley Road.

2. County Roads

There are two important county roads in the Planning Area:

(a) Scott's Valley Road takes off from the westerly end of Eleventh Street, and runs northwesterly through a prime agricultural area, to a junction with Highway 20 east of Blue Lakes. This road is now classed as an "Arterial" in the Lake County Select System. The Lake County General Plan calls for gradual improvement of this road in surface and alignment, and its eventual reversion to "Collector" status with controls to limit access. Purpose of this plan is to discourage use of this road as a "short cut" to Lakeport, and to discourage development along the right-of-way, for other than low-density agricultural uses.

(b) Hill Road, a "Minor Road", defines the western edge of the Lakeport Planning Area, on an alignment which will be largely overlain by development of the Highway 29 bypass. Hill Road, at that time, will be the "access road", from the freeway, to property in the northern part of the Planning Area.

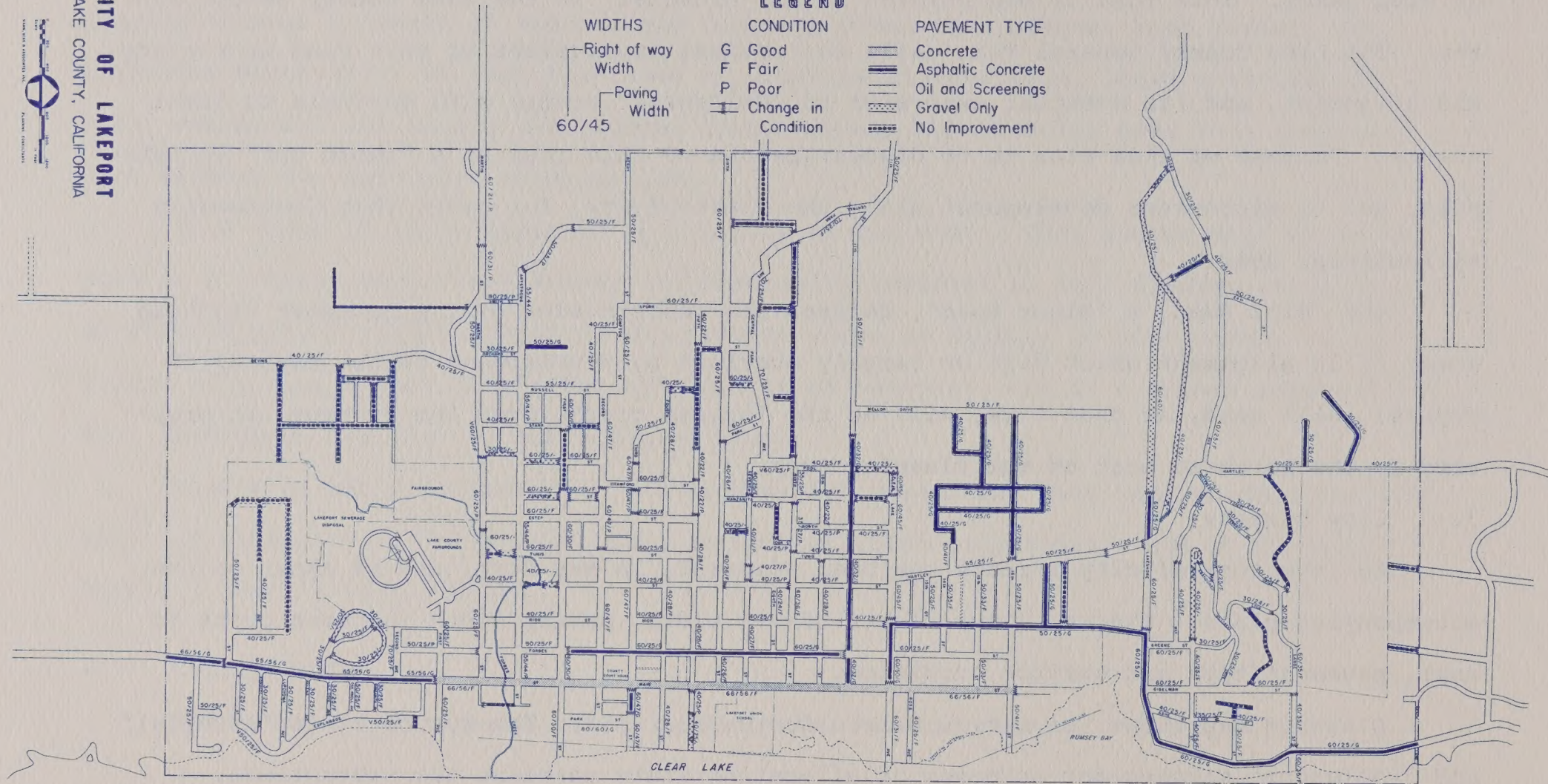
3. City Streets

An inventory of city streets has been prepared, in map form, and is shown on the accompanying plate. The map shows rights-of-way width, paving width (between curbs if any), pavement type and surface condition.

A second map shows the city's Select System for 1967. The system lists "Arterial" and "Collector" streets for purposes of allocating state gasoline tax subventions.

CITY OF LAKEPORT
LAKE COUNTY, CALIFORNIA

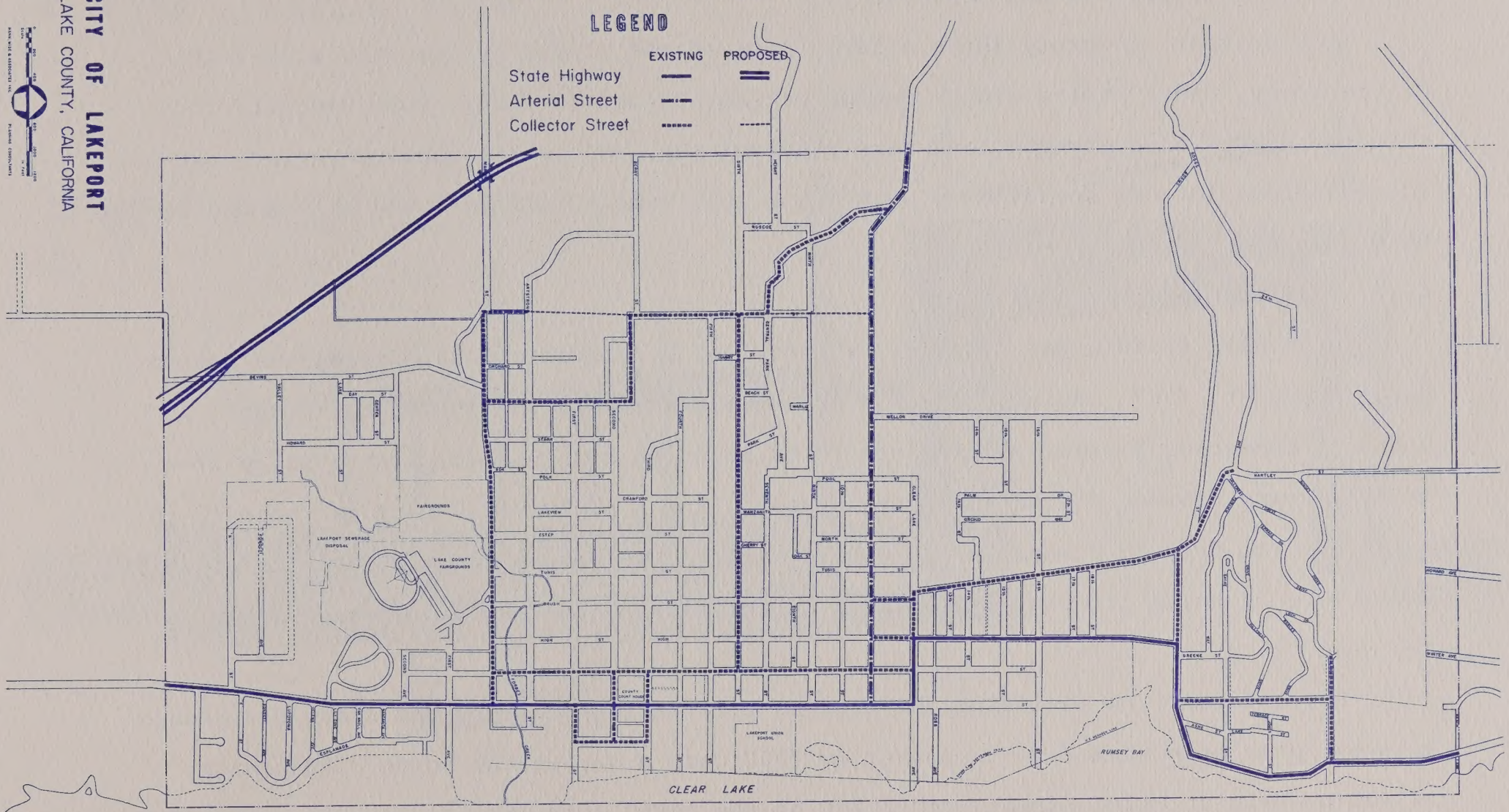
WIDTHS	CONDITION	PAVEMENT TYPE
Right of way Width	G Good	Concrete
	F Fair	Asphaltic Concrete
Paving Width	P Poor	Oil and Screenings
60/45	Change in Condition	Gravel Only
		No Improvement



SELECT STREET SYSTEM - 1967

LEGEND

	EXISTING	PROPOSED
State Highway		
Arterial Street		
Collector Street		



CITY OF LAKEPORT
LAKE COUNTY, CALIFORNIA



So that the Circulation Plan of the city may be closely integrated with that of Lake County, we will use the Select System terminology in talking about street classifications, both present and proposed.

The current inventory shows a large part of the street system with a 40-foot right-of-way, and a paving width running between 25 and 28 feet. Some recently-constructed subdivision streets have more right-of-way, and better quality paving. Recommendations for new standards of width and improvement will be found at the end of this report.

4. Traffic Flow

Vehicular traffic was counted, by meter and by visual counts, during the latter part of August, 1967. Results of this survey are shown on the accompanying map. As could be expected, largest volumes are to be found on Main Street, with a daily flow of 9,220 cars between Fourth and Fifth Streets, and a peak of 720 cars per hour (5 to 6 P.M.). The flow on Forbes Street, Third Street and Eleventh Street show the relative importance of these streets in providing circulation in the central area, and access to the west.

For reference in analyzing the traffic flow data, counts by the State Division of Highways show peak summer month counts of 7000 cars a day at the south city limits; 12,000 on Main at Fifth Street, and 5,900 at the north city limits. Average annual flow is placed at 4,350; 8,500; and 3,850 cars per day, at the same three points.

24 HOUR TRAFFIC FLOW

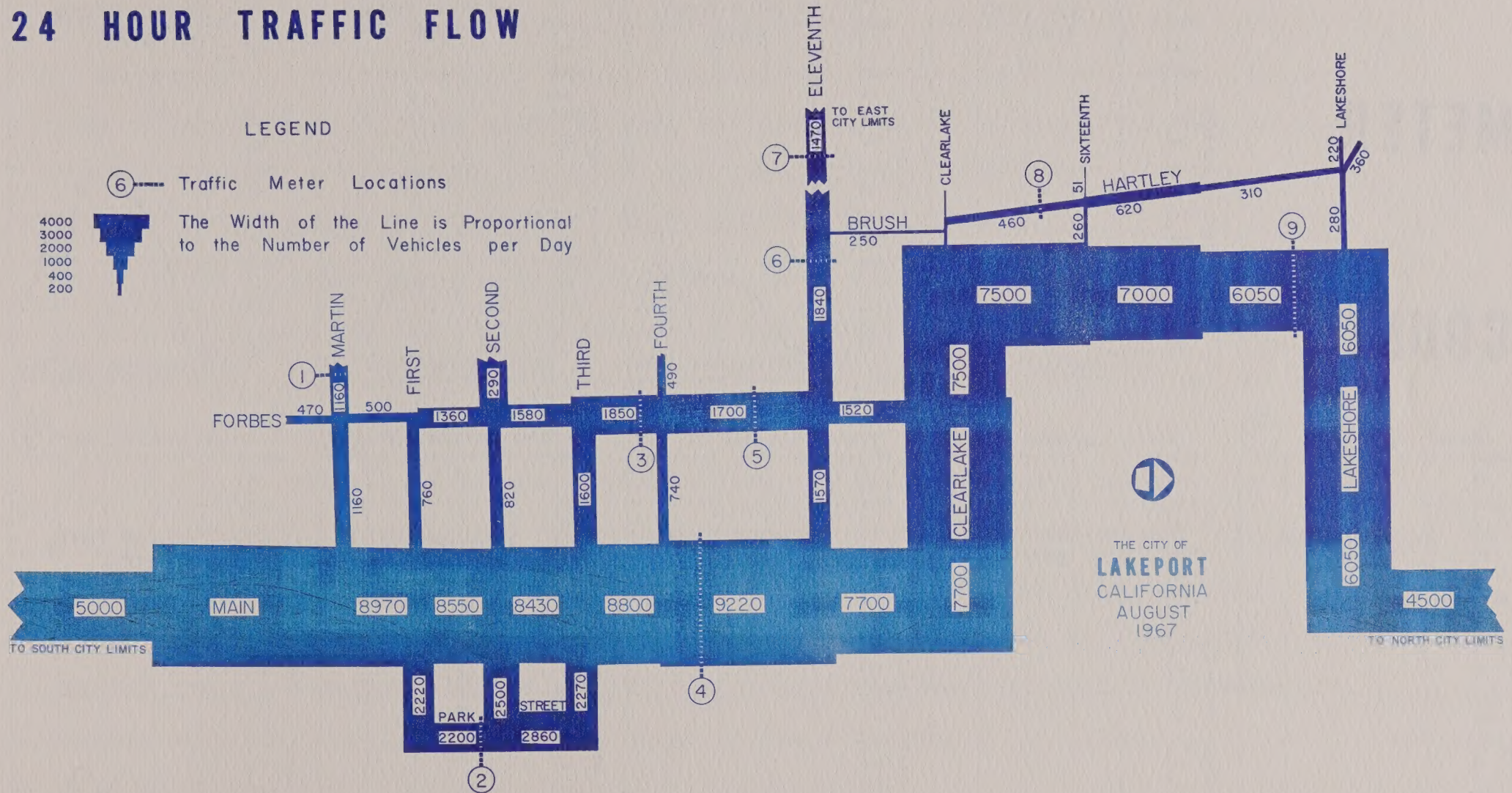
LEGEND

⑥ --- Traffic Meter Locations

4000
3000
2000
1000
400
200



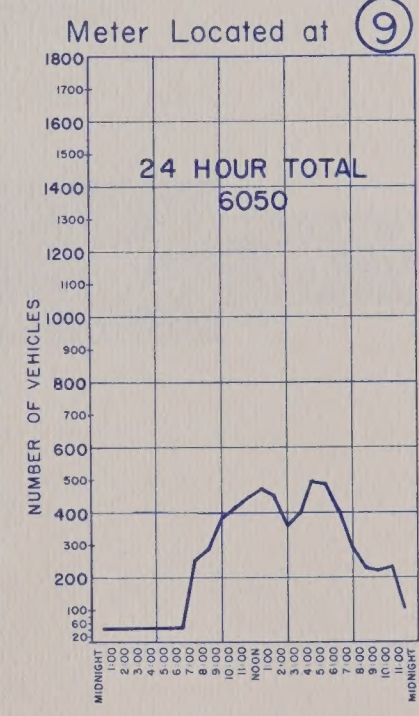
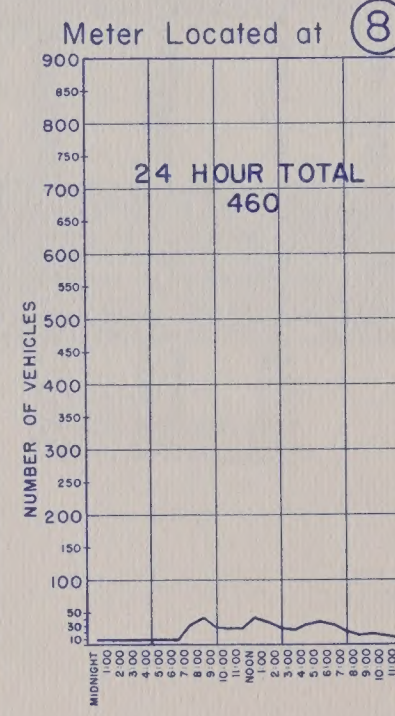
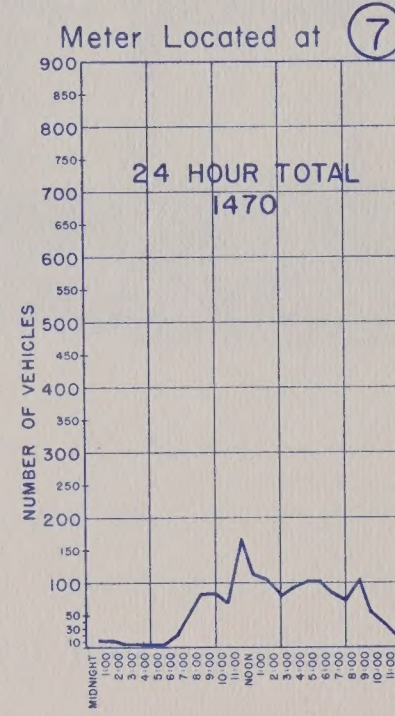
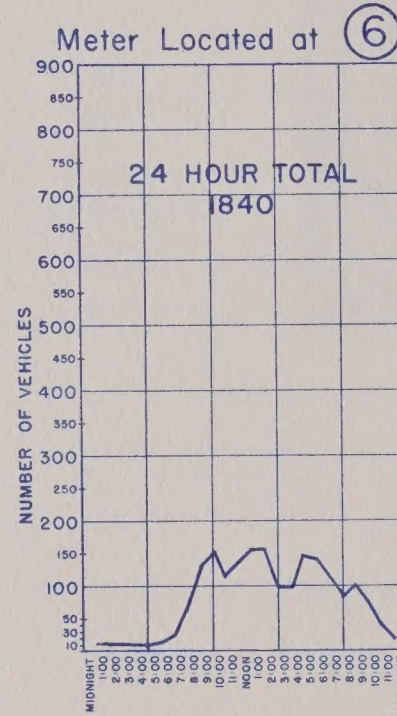
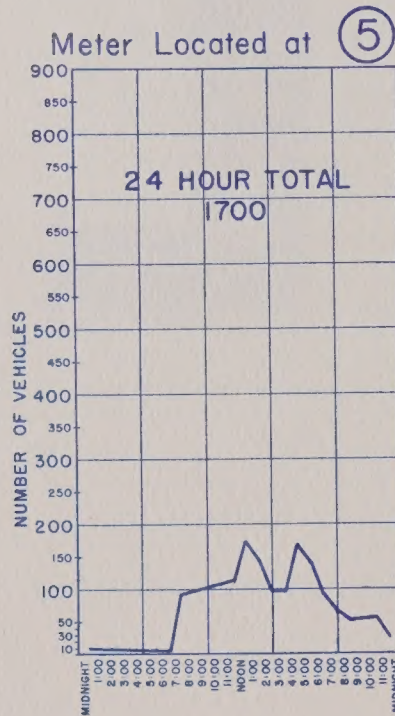
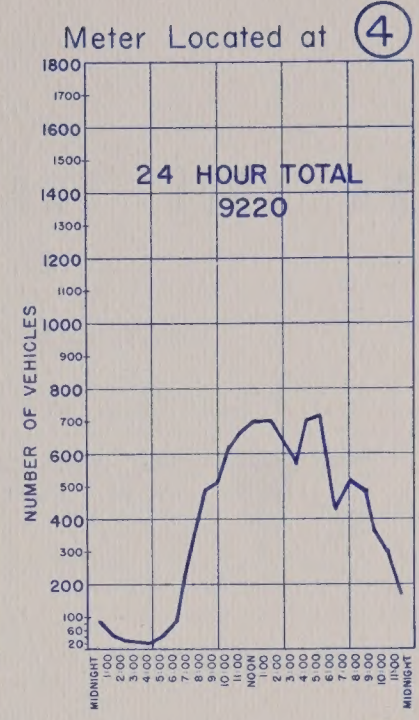
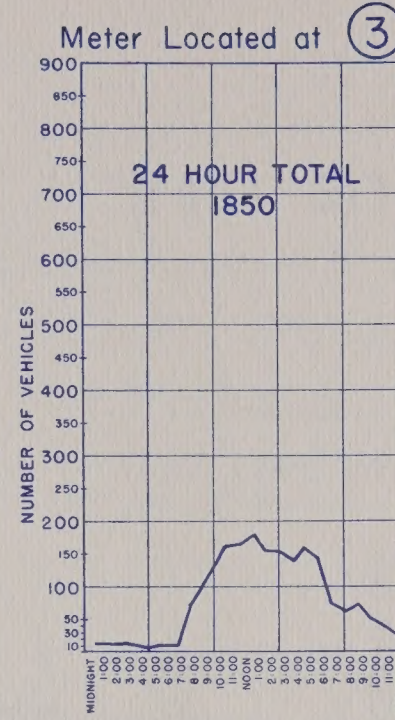
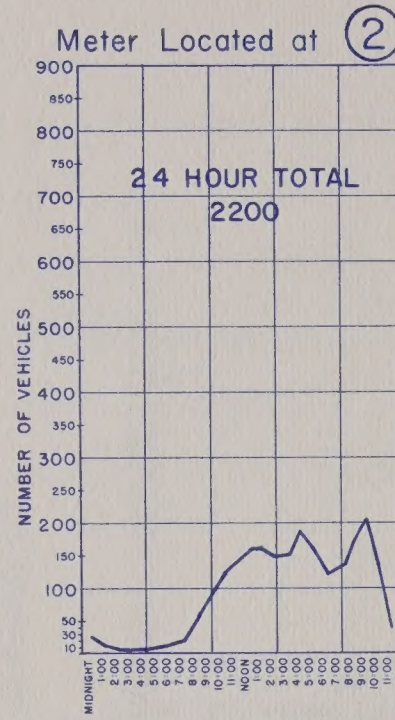
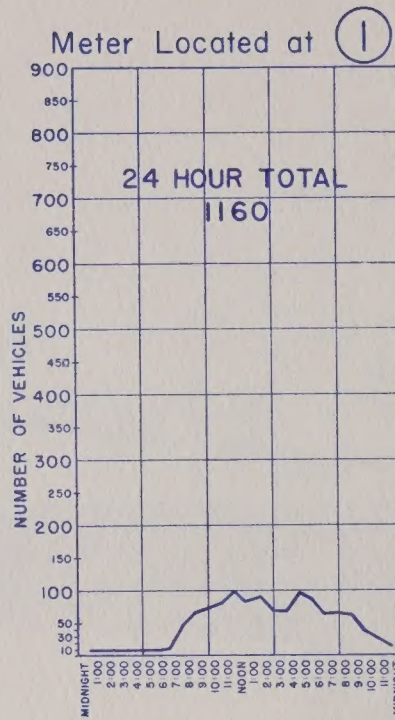
The Width of the Line is Proportional to the Number of Vehicles per Day



TRAFFIC

METER

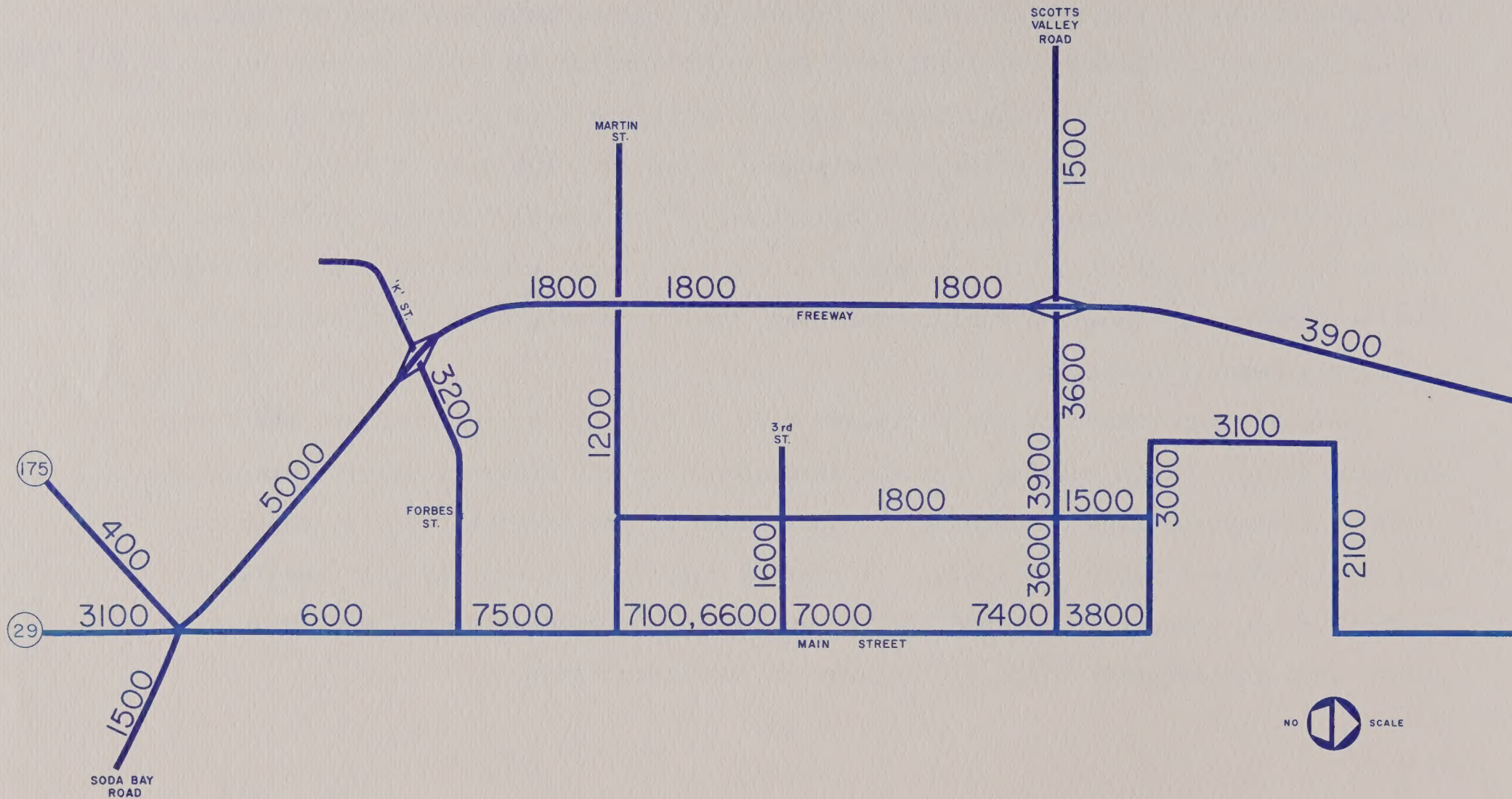
COUNTS



Analysis has been made of the traffic flow along Highway 29, from the Highway 20 junction near Upper Lake, on south of Kelseyville to the Cobb Mountain leg of Highway 175; and of flow on intersecting state and county roads. This analysis indicates that a maximum of 20% of the traffic flow on Highway 29, in the immediate area of Lakeport, can be considered "through" traffic; that is, traffic which is likely to stay on the freeway bypass, once it is constructed, and not enter the city at all. At the present time, this would mean a reduction of the summer "peak", in the area of Fourth Street, from 12,000 to 9,800 cars a day; and a reduction of the annual "average" from 8,500 to around 7,000 cars per day. The accompanying map represents a model of what the 24-hour traffic flow count, shown on the previous map, would probably have been, had the freeway bypass been in operation.

Of major importance is the increased flow on Eleventh Street, between the Freeway and Main Street. This results from the assignment, to the Eleventh Street interchange, of all the measured flow on Highway 29, just south of the Lucerne cut-off, which cannot be classified as "through" traffic. It must be assumed that most of this traffic is headed for the Lakeport area, and that it would use the freeway to Eleventh Street, rather than cutting off to the old highway at the interchange.

ESTIMATED TRAFFIC FLOW WITH FREEWAY 1967



Hill Road and a new parallel service road east of the Freeway, will be accessible either from the Lucerne cut-off interchange, or from another proposed interchange about a mile and a half north of Lakeport. Eventually, local roads will be built, or extended, to join this service road to the present route of Highway 29. These connections may, in time, take some of the burden off Eleventh Street and upper Main Street imposed by traffic which wants to reach lakeside points in the area immediately north of Lakeport.

There is also a major reduction in the amount of traffic between Soda Bay Road and "K" Street. Bulk of the traffic from Soda Bay Road and Highway 175 has been assigned, along with the estimated "through" traffic, to the freeway leg below Lakeport. Flows on Main Street, south of "K" and north of Eleventh will be substantially reduced.

Peak summer traffic on Highway 29, for the years 1961-1966, shows on the accompanying table. The figures above and below the lines show the daily traffic on either side of the listed station. It is interesting to note that in the six-year span, the flow at the south city limits has increased some 27%; traffic in the central area of Main Street shows no appreciable increase; at High Street and Lakeshore Boulevard, the increase is 13%; at the north city limits, no notable increase; south of the Lucerne cutoff, a jump of 40%, and at Highway 20, a jump of 50%. This analysis of past flows

SEASONAL PEAK DAILY TRAFFIC FLOWS, HIGHWAY 29.
LAKEPORT AND VICINITY, 1961-1966

<u>Station</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Big Valley Rd.	1,200	1,100	890	860	1,100	4,200
	3,100	1,200	2,500	3,200	4,400	4,400
Soda Bay Rd.	3,100	3,500				
	3,500	4,900	4,300	4,500	5,400	
Hopland Grade (Highway 175)	4,000	5,200	4,500	4,800	6,000	4,400
	6,200	5,800	4,800	5,100	6,200	7,000
South City Limits		6,100	5,800	6,500	6,600	7,750
First Street	9,600	9,000				
	11,200	9,800	9,900	11,400	10,800	12,000
Lakeshore Blvd. and High St.	6,800	6,400	6,300	5,900	7,400	7,700
North City Limits	5,800	5,500	5,400	4,700	6,200	5,900
Lucerne Cut-Off	3,400	4,100	4,600	3,600	5,000	5,800
	2,100	2,600	3,100	1,900	3,100	2,950
Junction, Hwy. 20	2,100	2,700	3,300	2,000	3,000	3,150

lends further weight to the theory that there is relatively little "through" traffic on Main Street; that traffic enters Lakeport from the north, or south; circulates in the central area, then leaves the same way it came in.

Much of the increase at the south city limits can be traced back to Soda Bay Road, reflecting increased use of that route from Konocti Bay area to the market and social center of Lakeport. Increased residential, commercial and resort activity north of Lakeport is reflected in the higher flows south from Highway 20 and the Lucerne cut-off - flows which do not continue in full force to the Lakeport central area.

A projection of traffic flow to 1985, on the basis of population growth, increased vacation and tourist uses, and changes in land use patterns, is shown on the accompanying map.

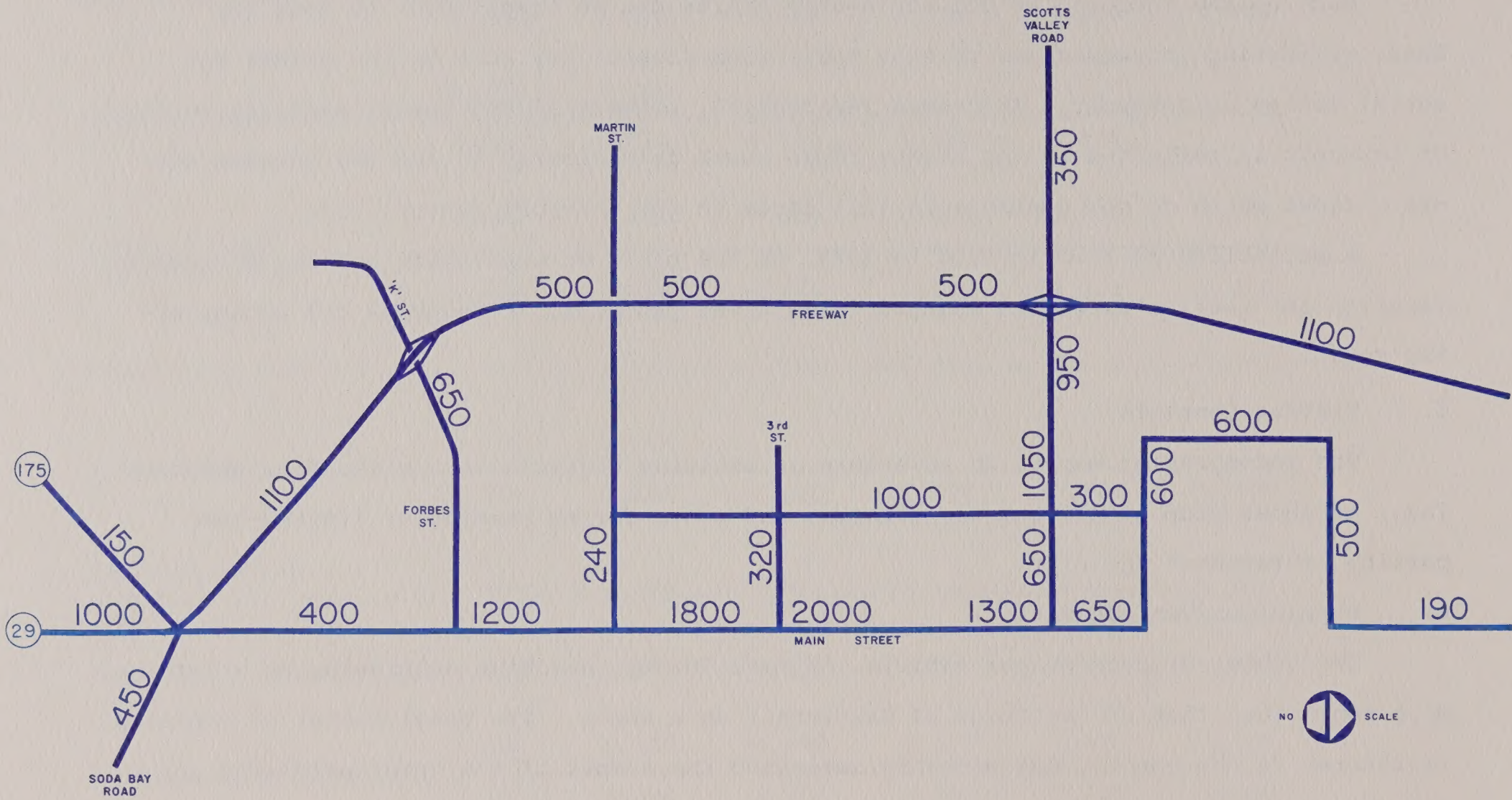
5. Traffic Controls

The accompanying map is an inventory of existing controls on traffic flow and parking. It shows stop signs, one-way streets, and zones for no parking or limited-time parking, throughout the city.

6. Population/Vehicle Ratio

The number of persons per vehicle, in Lake County, has been decreasing at a rate more rapid than that of the State of California as a whole. The total number of vehicles, registered in the county, has probably surpassed the number of the total permanent population.

ESTIMATED PEAK HOUR TRAFFIC FLOW 1985



NO SCALE

The state and local trends indicate that traffic volume will increase at a faster rate than population numbers, and that peak traffic flow on local streets will approach 2.5 times its present volumes by the year 1985. Allowance for this growth has been made in the estimate of peak hour flow, 1985, and the assignment of this flow to major arterials.

REGISTERED VEHICLES
LAKE COUNTY, 1950-1966

<u>Year</u>	<u>Autos</u>	<u>Trucks</u>	<u>Trailers</u>	<u>Cycles</u>	<u>Total</u>	<u>Persons per Vehicle</u>	
						<u>Lake County</u>	<u>State</u>
1950	5281	1196	911	72	7,460	1.53	2.13
1955	5672	1685	1058	31	8,446	1.49	1.95
1960	6828	2330	2024	48	11,230	1.23	1.83
1965	9335	3472	3532	487	16,826	1.01	1.65
1966	9613	3801	3846	455	17,715	.99	1.64

Another interesting comparison is the rate of change in the number of persons per passenger auto.

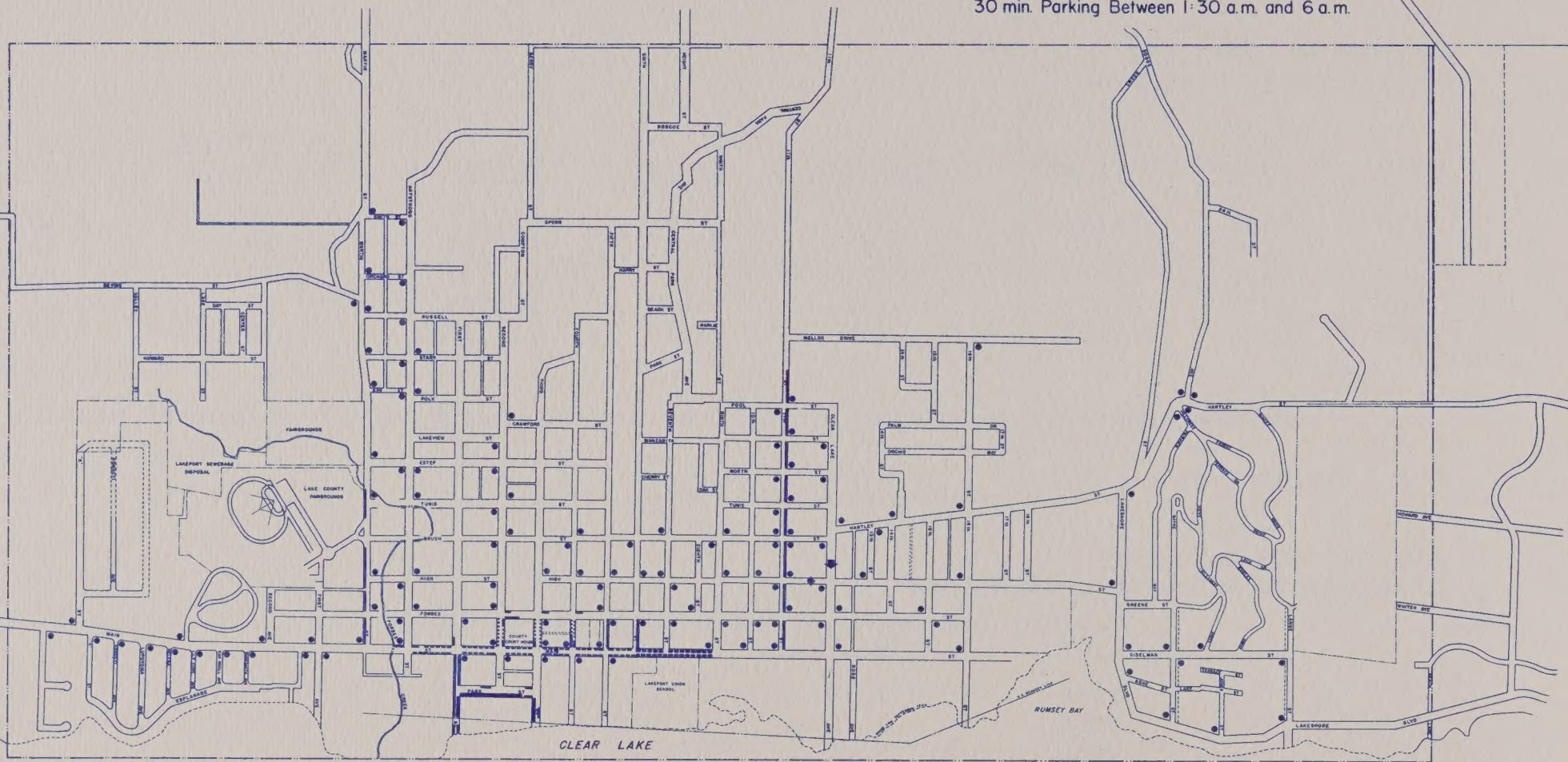
PERSONS PER AUTO ONLY
LAKE COUNTY AND STATE, 1950-1966

<u>Year</u>	<u>Lake County</u>	<u>State</u>
1950	2.17	2.59
1955	2.22	2.42
1960	2.02	2.33
1965	1.82	2.16
1966	1.85	2.13

TRAFFIC CONTROLS

LEGEND

- Stop Signs
- ◆ One-Way Street
- No Parking Any Time
- No Parking Between 8 a.m. and 4 p.m. On School Days
- No Boat Trailer Parking
- 2 hr. Parking Between 6 a.m. and 6 p.m. Except on Weekends
- 2 hr. Parking Between 6 a.m. and 6 p.m.
30 min. Parking Between 1:30 a.m. and 6 a.m.



THE CIRCULATION PLAN

1. Standards and Principles

So there will be no misunderstanding of the street classifications in this report, street standards are presented in terms of accepted principles of traffic-service and land-service functions performed.

ARTERIALS, as the name implies, comprise the principle network for the flow of traffic. They are the important streets which connect main areas of traffic generation. They provide for distribution of traffic to and from less important areas. Arterials are designated "Major" and "Secondary", according to their relative importance.

Frequently there are serious conflicts between the land-service and traffic-service functions of arterial streets. If the land adjacent to the arterial street is intensively used, the conflict is serious and the accident potential is high. The traffic function of arterials - that is, the moving of vehicles - is most important. Land access is a secondary function. For this reason, driveways and intersections should be kept at a minimum. Rear or side access to property abutting an arterial should be encouraged.

COLLECTOR streets are primarily residential streets but also serve other areas. Their function is to transfer traffic from local streets to arterials or to local traffic generators, such as schools, employment and shopping areas. The design of collector

streets should reflect this emphasis on carrying traffic. Local streets should not cross the collector; "T" intersections are preferred, and good sight-distance at intersections is necessary. Collector streets should not form a continuous system. If they do, there will be a tendency to use the collector as an arterial. This would defeat one of the goals of the Plan - to keep through traffic out of residential areas.

LOCAL streets mainly are used to provide access to abutting property, locations for easements, open space for light and air, and a firebreak between buildings. Carrying traffic is a secondary function of local streets and they should be designed to discourage through traffic. Buses and heavy trucks should be excluded from local streets. Although the Plan does not indicate local streets, it should be noted that they are an important element in community design. They provide a permanent framework for building and landscaping. No local street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation. Suggestions for geometric design and plans of subdivisions are submitted in a later section of this report.

2. Future Traffic

Estimated peak hour demand, in 1985, on the primary streets has been illustrated. Critical point appears to be the central portion of Main Street, with a projected flow of 2000 vehicles per hour. This is with consideration of the development of Forbes, Sixth, Smith and Martin streets as adequate collectors.

With a 60-foot pavement between curbs, Main Street would have a capacity of no less than 1,000 cars per hour each way, assuming that signals or other controls were being used in the central area to provide at least 60% "green" time to the Main Street flow. If parking were prohibited, this volume could be raised to some 1,500 vehicles per hour each way.

It must be realized that this peak hour flow will be reached only once or twice a year, in the peak of the summer season, when residential and vacation units are fully occupied, and when some special event has drawn a maximum number of day visitors to the Planning Area. It would be possible to handle this flow with special officers, or portable signal equipment, to regulate traffic at key intersections such as Eleventh Street, Martin Street, First and Third Streets.

Since this peak would probably occur on a Sunday, it would be practical to prohibit parking along Main Street, at least in the central area. It would also be feasible to increase flow by using a temporary one-way street system; Main Street one-way northbound, Forbes Street one-way southbound.

The principal point is that this peak flow will take years to develop; there is adequate opportunity to plan and test ways to handle it.

It is also apparent that parking controls will have to be maintained, and probably extended, along Eleventh Street, unless adequate right-of-way can be secured east of Mellor Drive.

3. The Circulation Plan

The Circulation Plan is shown on the accompanying map. It shows streets that should be designated as Arterials, Collectors and Locals; extensions of such streets; and proposed additional traffic controls. A separate chart illustrates the recommended cross-section for each type of street.

The Circulation Plan is coordinated with the corresponding plans of the County of Lake. Main Street is shown as an Arterial, not a State highway, on the assumption that the present route of Highway 29 will revert to City and County control when the bypass is constructed.

Other arterial streets are:

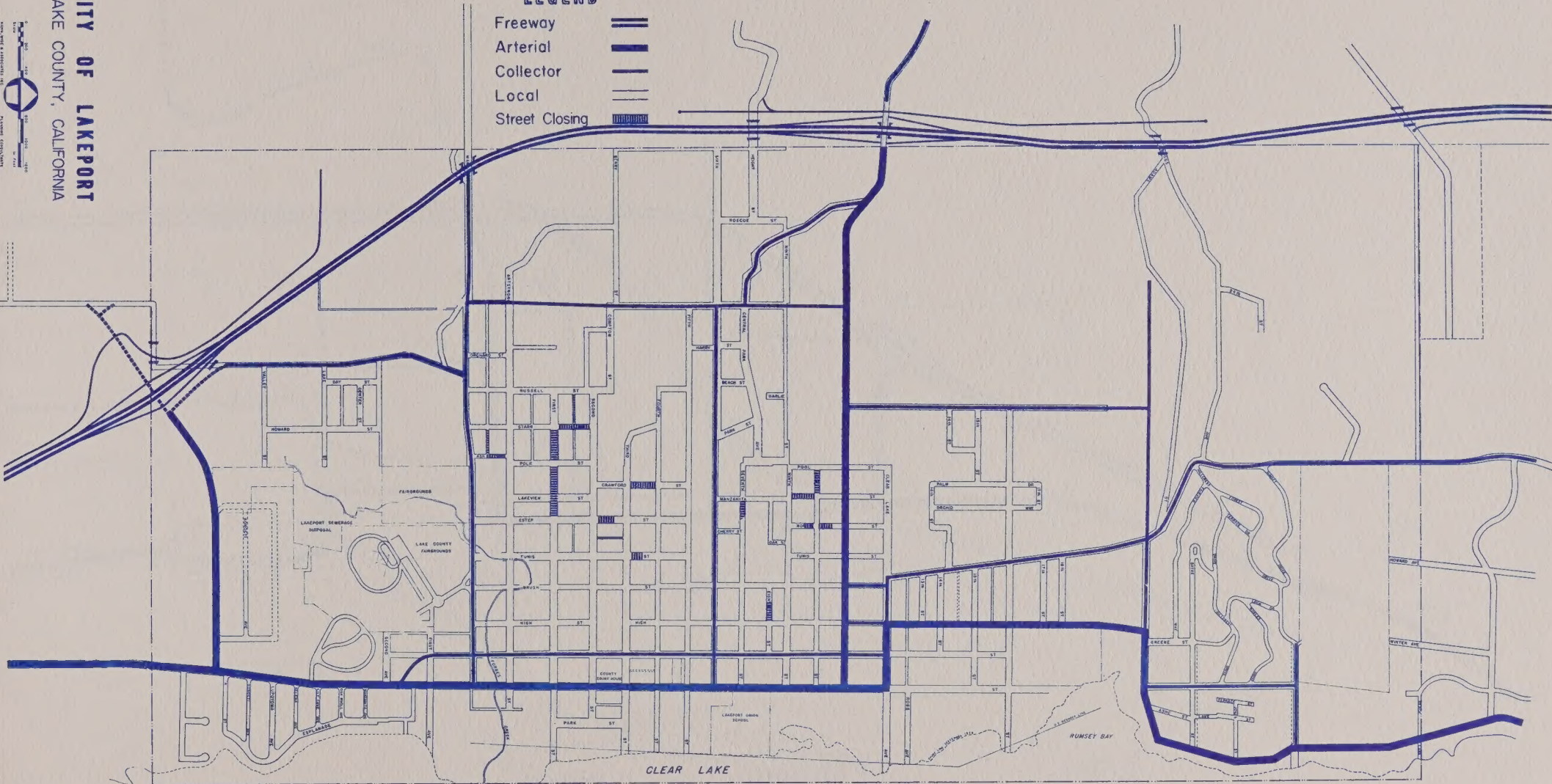
1. Eleventh Street, for its entire length. The County Circulation Plan shows Scotts Valley Road as a "special treatment" collector, up to the city limits. This is a deliberate effort to discourage development and resulting traffic buildup, along Scotts Valley Road, an area to be preserved in low-density, farm uses. Traffic volume inside the city, however, demands that Eleventh Street be given arterial status.
2. K Street, between Highway 29 and Main Street. This will be the major access road to the southern commercial and employment area.

CIRCULATION PLAN

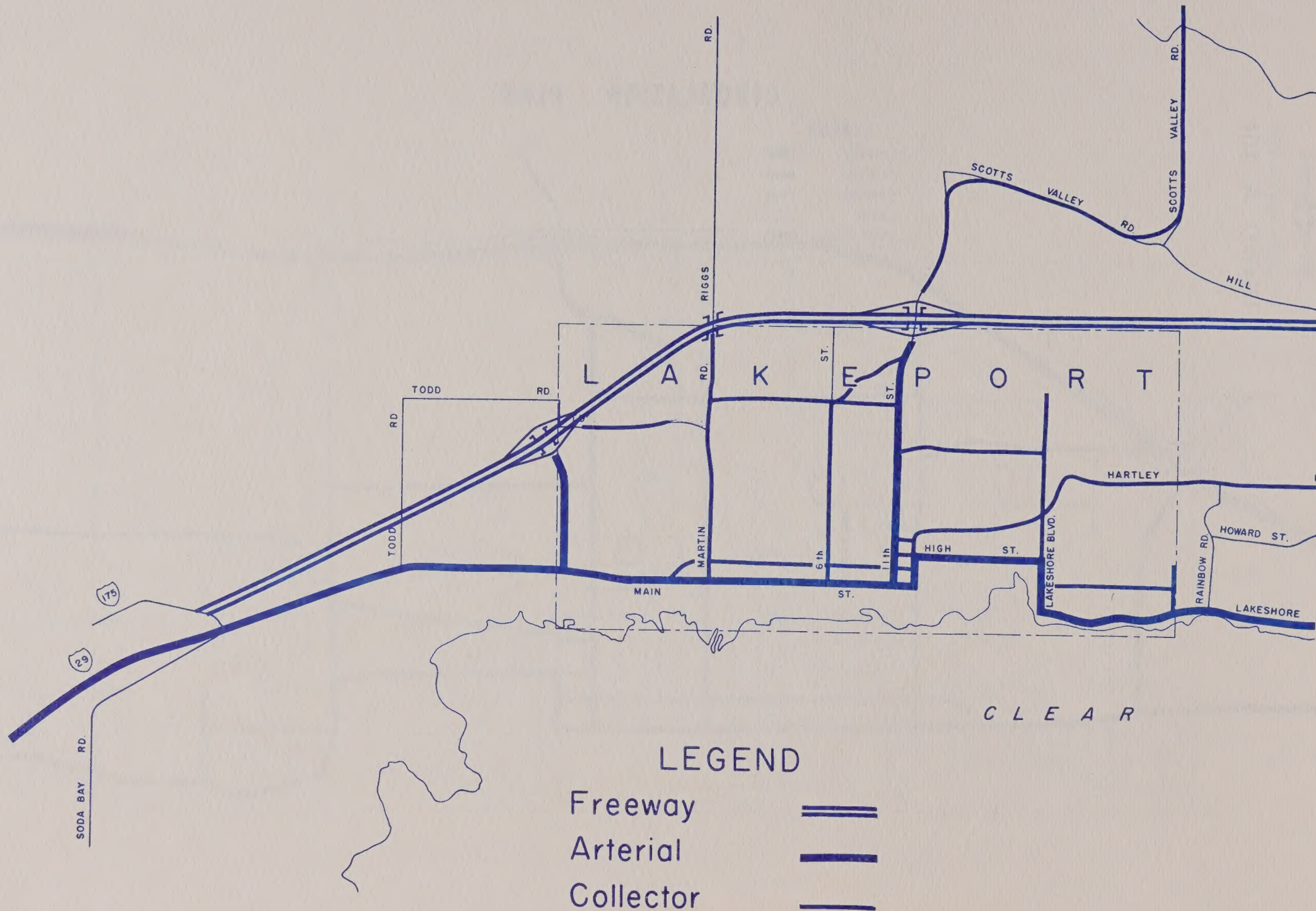
LEGEND

- Freeway 
- Arterial 
- Collector 
- Local 
- Street Closing 

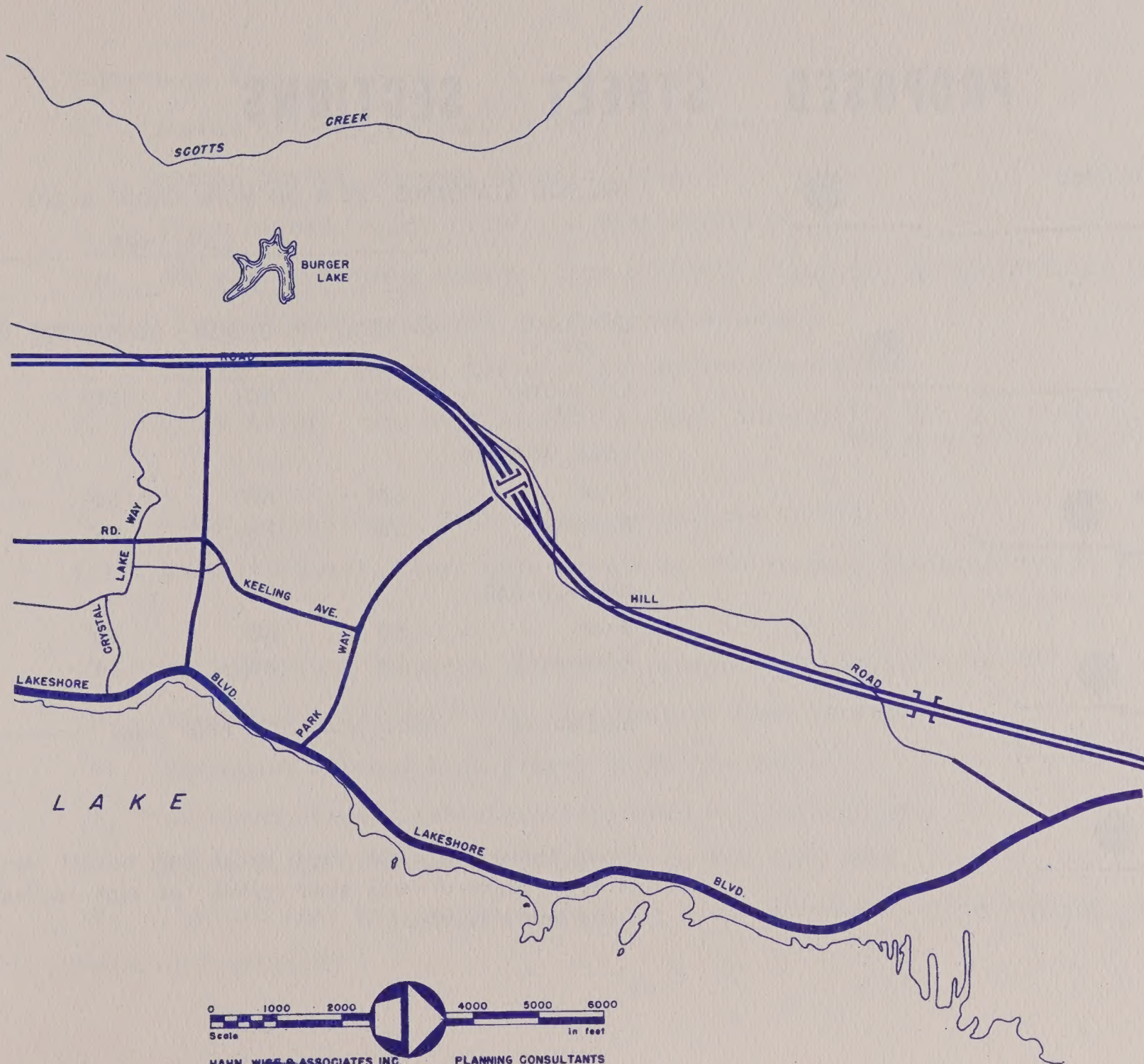
CITY OF LAKEPORT
LAKE COUNTY, CALIFORNIA



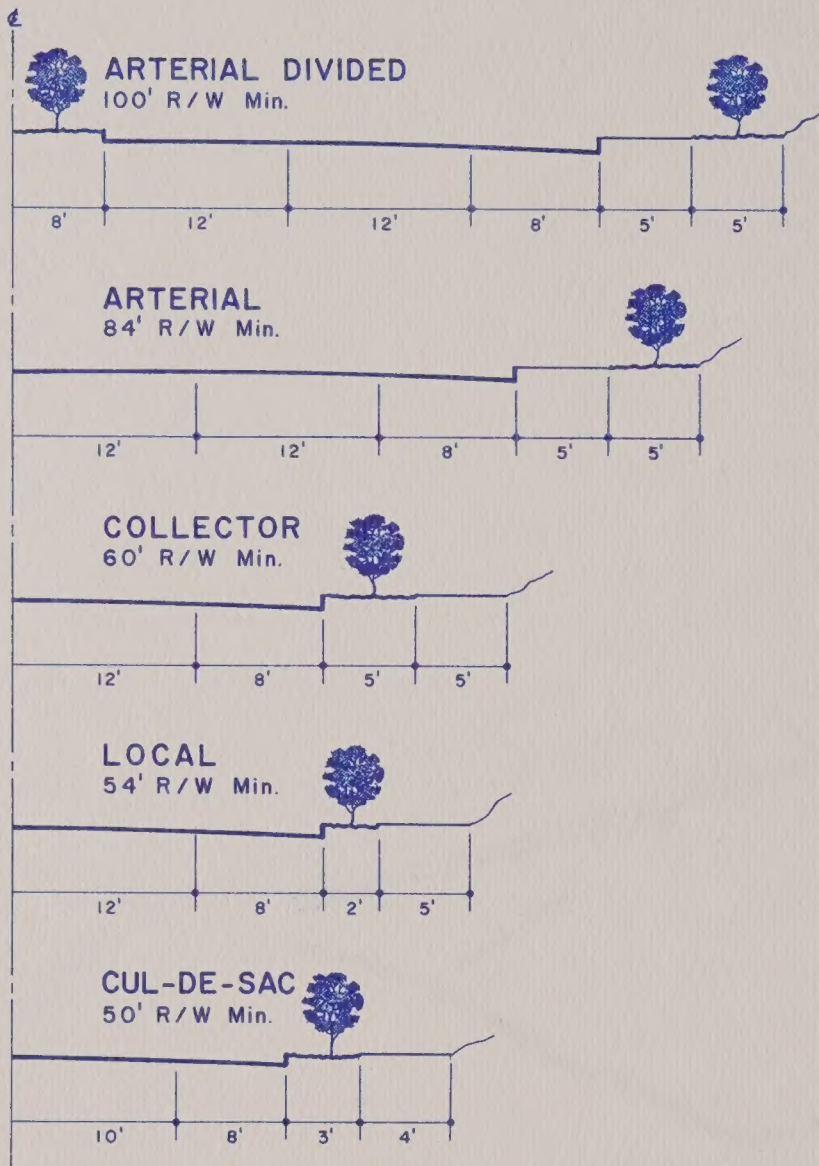
LAKEPORT PLANNING AREA



CIRCULATION PLAN



PROPOSED STREET SECTIONS



HILLSIDE STANDARDS, 20 % OR MORE CROSS SLOPE

	LOT TYPE			
	A	B	C	D
LOT AREA SQ.FT.	6-10,000	10-20,000	20-30,000	30,000+
LOT WIDTH (FEET)	60+	80+	100+	100+
LOCAL STREETS				
R/W	50'	50'	50'	50'
Pavement	34'	28'	26'	24'
CULS-DE-SAC				
R/W	50'	50'	50'	50'
Pavement	28'	26'	24'	24'
SIDEWALKS	4' both sides			

Paved sections on a split-level street shall be not less than 18 feet. Right-of-way shall contain two such sections, median, curbs and sidewalks.

Collectors are:

1. Forbes Street, D Street to Clear Lake Avenue
2. Martin Street, Freeway to Main Street
3. Sixth Street, Spurr Street to Main Street
4. Smith Street-Spurr Street, from Eleventh Street to Martin Street; extended along the line of Blevins Street, to K Street extension.
5. Central Park Avenue, Eleventh Street to Spurr Street
6. Brush Street, and High Street, between Eleventh Street and Clear Lake Avenue.
7. Clear Lake Avenue, High Street to Hartley Street.
8. Hartley Street, Clear Lake Avenue to the Freeway interchange, 1½ miles north.
9. Mellor Drive, Eleventh Street to Lakeshore Boulevard extended.
10. Lakeshore Boulevard, 3000 feet west of High Street.
11. Sixteenth Street, High Street to Mellor Drive.
12. Giselman Street, Lakeshore Boulevard to Lange Street..
13. Lange Street, Lakeshore Boulevard to 800 feet west.
14. Crystal Lake Way, extended east on a new alignment, from Freeway service road to Lakeshore Boulevard.

15. Park Way, extended west to Hartley Street.

16. Hill Road, east of freeway, from service road to Lakeshore Boulevard.

4. Existing Street Network

The undesirability of a gridiron street pattern has been proved many times. This type of network not only causes accidents and noise but also results in neighborhood blight, property depreciation, and loss of the character and attractiveness of a residential area. It is obvious that at the present time there is no need to break up Lakeport's gridiron pattern. This need could arise at some time in the future, however.

The primary objective of street network revision is to divert traffic off residential streets and onto arterials. Continuous "through" streets, extending from one major street to another, should be avoided. There are several methods of constructing a discontinuous street system. Islands, such as the one shown, provide through traffic on one cross-street while effecting a "T" intersection on the other. Culs-de-sac, 90 degree turns and backups are other solutions to this problem.

A close watch should be kept on the traffic volumes and accident patterns on residential streets. An increase in these two factors usually is a good indication of a problem. A fact that should be kept in mind when treatment such as this is applied is that traffic will shift to other streets in order to avoid barriers. Streets

to which the traffic will be diverted should be determined, and devices should be tested before permanent construction, to determine the accuracy of the predictions. The use of sand bags, saw horses and other movable barriers provide good temporary outlines for future permanent structures. These orient the public to the presence of the barrier before it is actually constructed.

The Plan map shows a number of streets and alleys (largely unimproved) which are not used for access now and which can be closed for street purposes. It is not proposed that these streets be abandoned, or returned to owners of adjoining property; these streets can be retained as future beauty spots, tot-lots and neighborhood parks. Alleys could, in most cases, be abandoned, after care was taken to retain any easements needed for utilities.

PROPOSED TRAFFIC ISLAND

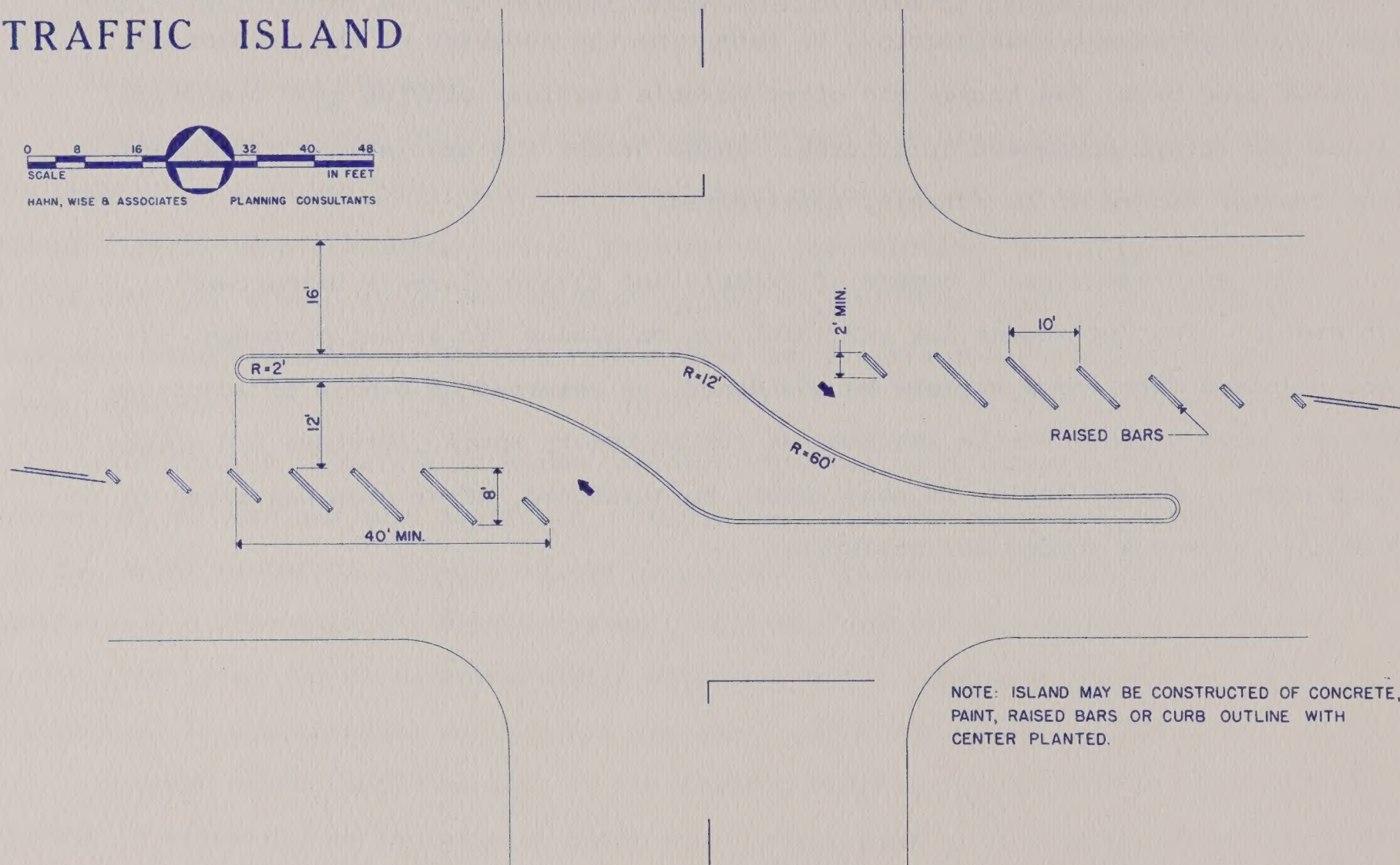
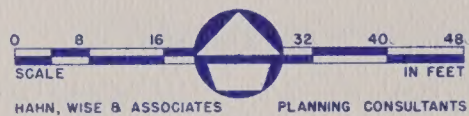


FIG. 10

5. Future Subdivision Street Network

In new residential areas, the gridiron street pattern is to be avoided, for the same reasons. The "Limited-Access" type subdivision is the most successful in reducing accidents, speed and noise. In this type of subdivision, the local streets are usually discontinuous and enter the collector street at "T" or off-set intersections. The access to the arterials is provided only by the Collector streets; access points are preferably limited to one-quarter mile. The use of curved alignment and such devices as culs-de-sac, right-angle turns and "T" intersections should be encouraged. Intersections should have all right angle legs and should contain no more than four legs.

A collector system should be required in each new residential subdivision, to drain traffic from local streets and to provide easy access to schools and arterials. The proposed collectors are not set out on the map, but it is proposed that where any street is the primary access from 100 or more dwelling units to the arterials, this street should be developed as a Collector street. Collector streets, to be most effective, should have no continuous cross streets and exit into only one arterial street.

TYPICAL SUBDIVISION STREET PATTERN

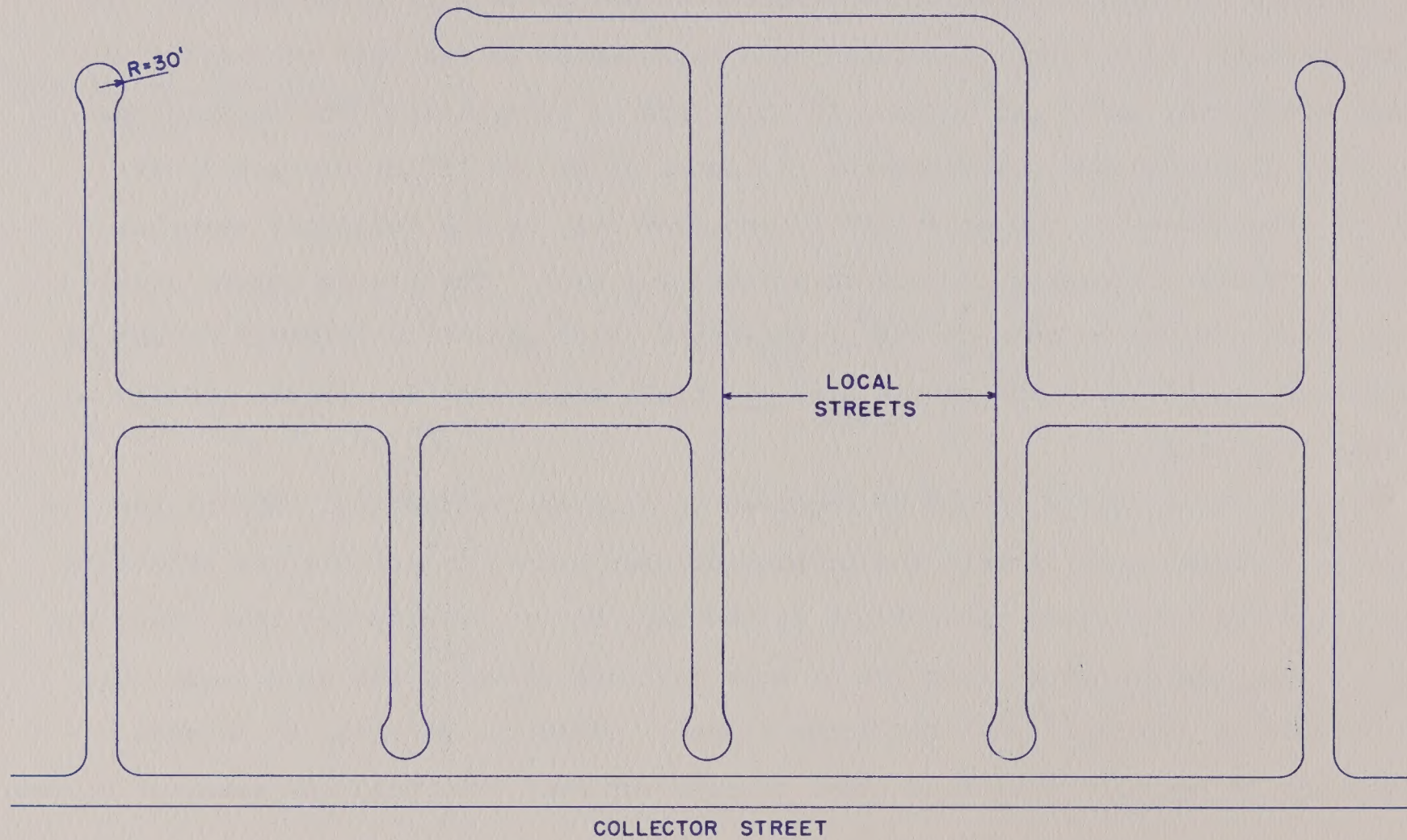


FIG. II

6. Street Improvement and Development

The City and County will have to assume the primary responsibility for improving the existing important streets. Cooperation should be achieved between the City and County when routes leading into the City from the County are being improved or constructed.

New Collector streets will be the entire responsibility of the developer. The developer should assume full responsibility for any Collector street that falls within his subdivision, as well as contributing to the development of Arterial streets that border or bisect his subdivision.

7. Street Sections

The accompanying chart illustrates proposed cross sections for all classes of city streets. Approved sections, adopted by reference in the Subdivision Ordinance, represent a goal toward which to work in approving new developments, or in reconstructing existing streets.

8. Traffic Controls

All intersections with Arterial and Collector streets should be protected with "stop" signs, to halt the flow on the intersecting street. At intersections of a Collector with an Arterial, flow should be halted on the Collector. At an intersection of



an Arterial with an Arterial, there should be a four-way stop sign system; provision to channel left-turn in the future, and installation of automatic signals when traffic warrants.

Most of the Arterial-Arterial junctions in Lakeport will be "T" intersections. These need not be designed to require a full stop on all legs. At least the top of the "T" can flow freely; if there is enough room, constant flow can be provided for one lane of right turns from the base, and storage areas for left turns can be built in.

Where possible, new development should be designed so that it is served by intersecting or parallel service streets, rather than retaining individual accesses direct to any Arterial.

